

Autosport

Haymarket publication

July 22, 1982 60p

**BRITISH
GRAND PRIX**
Full report



Lauda wins, Warwick shines
Lovett's G1 ■ Byrne walks F3
Vanwall recalled
Cecotto's F2

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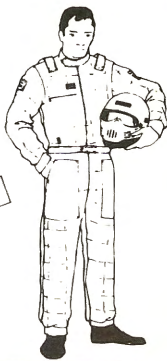
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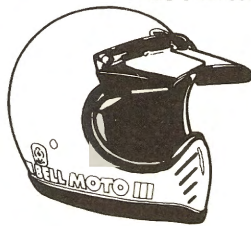
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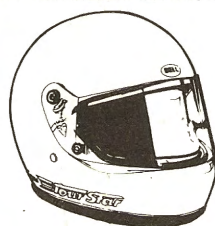
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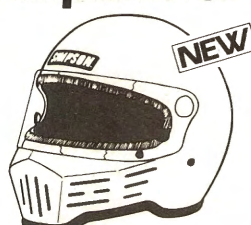


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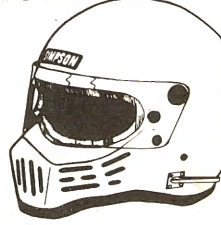
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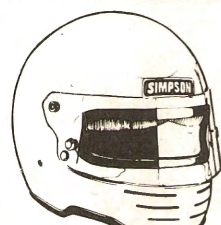
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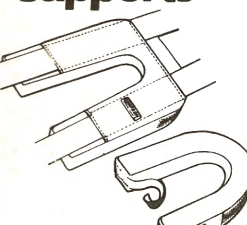


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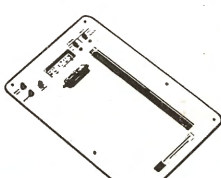
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FRONT COVER

Derek Warwick's sensational form with the Toleman-Hart turbo in Sunday's Marlboro British Grand Prix was the talking point of the weekend, the young Briton running a strong second to winner Niki Lauda until CV joint failure put the car out. Warwick worked extremely hard in the early stages, moving up from 16th place and passing Prost, Giacomelli, de Cesaris, de Angelis, Daly and Pironi to give the team real heart for the first time. Photo: Jeff Bloxham.

NEXT WEEK

Full report of the French Grand Prix at Paul Ricard where the turbo cars should come into their own once again — The Pace/AUTOSPORT rally entourage travels to Wales for the fifth event on the trail — Tiff Needell tries a contemporary G1 racer for the first time and reports from the cockpit of Tony Lanfranchi's VW Scirocco — plus all our usual news and features. *All these items were correct at time of going to press.



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PIT & PADDOCK 4

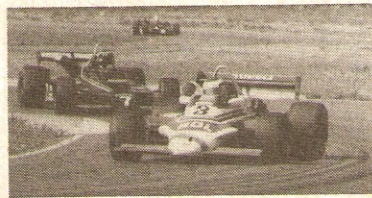
All the Grand Prix weekend news — FIA Court of Appeal decisions — Provisional 1983 F1 dates — Palmer's Mantorp accident — De Villota quits F1 — Honda turn to March — Cosworths for Ligier . . .

COMMENT 10

AUTOSPORT takes a retrospective look at Britain's premier motor racing event, you express your opinions on a variety of topics while *Catchpole's* usual mirth closes the page with a laugh . . .

MANTORP PARK F2 12

A late mistake by Corrado Fabi cost the young Italian not only a valuable win in Sweden but also the European Championship lead as team-mate Johnny Cecotto swept past. Philippe Streiff's AGS was on good form, finishing second, while Donington star Jonathan Palmer crashed out spectacularly. Ian Phillips missed the Grand Prix to report.



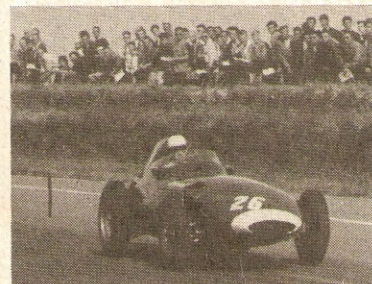
SPECIAL STAGE 16

Rally news — Pentti Airikkala joins Colt for remainder of the season — McRae's Euro bid for Opel — Formule Libre on Tour de France — Ken Wood clinches Scottish title — Bartelski's Rothmans debut.

RALLY PREVIEW 19

A couple of works-backed Chevettes head the entry list for this weekend's Peter Russek Manuals Rally. The fifth round of the Pace/AUTOSPORT National championship, the event is based in Swansea but the battle will be fought in the fast forestry stages. Keith Oswin starts the countdown.

YESTERDAY'S CARS 22



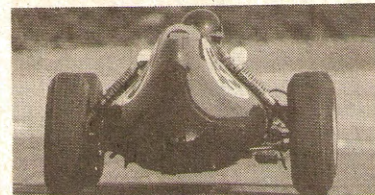
Twenty-five years after their splendid British Grand Prix victory at Aintree, the Vanwall marque's history is traced by Doug Nye.

BRANDS ALBUM 29



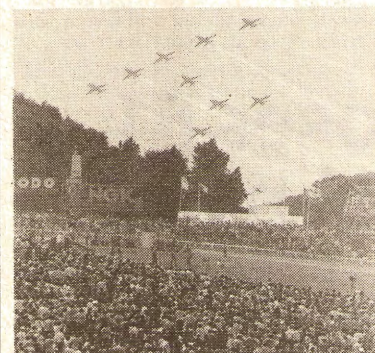
Our team of photographers capture the unique atmosphere of the British GP meeting. From the record traffic tailbacks to the extensive aerial programme, from personalities to motor cars. It's all here . . .

BRANDSHISTORICS 32



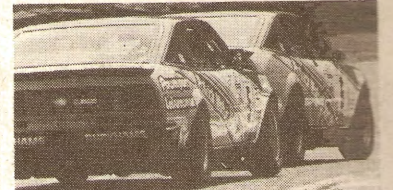
No fewer than three races for historic cars enthralled the huge Brands Hatch crowd over the weekend. Incident-packed events for Pre '71 special GT cars were won by Vin Malkie's Chevron and Ray Mallock's Lola while Albert Obrist (Ferrari Dino) fended off former GP driver Bruce Halford's Lotus 16 in the thrilling Lloyds & Scottish round. Marcus Pye and Mark Hughes present the nostalgia.

BRITISH GP 36



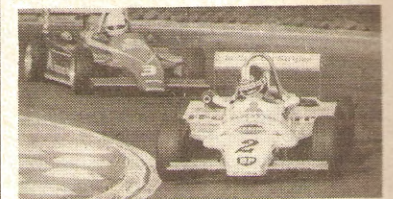
Niki Lauda scored the second successive British GP win for the McLaren MP4 chassis and the 149th victory for the Cosworth DFV engine in decisive style. The Austrian moved into the lead on the demise of Nelson Piquet's Brabham-BMW and eased out a commanding advantage. Behind him, amazingly, sat Derek Warwick's Toleman for a glorious 15 lap period but the Hampshireman's luck failed him again. Didier Pironi's well-driven Ferrari being the first to profit. His team-mate Patrick Tambay's intelligent and forceful drive netted him third place, just ahead of de Angelis's Lotus and Derek Daly who recovered mightily after a pit-stop in the surviving Williams. Nigel Roebuck tells the story.

BRANDS G1 52



The Grand Prix meeting at Brands Hatch two years ago was the turning point for 'Auntie' Rover's G1 contender, Jeff Allam scoring the marque's first victory. This time Peter Lovett earned the spoils in his V8, as Mark Wheeler recalls.

BRANDS F3 54



Marlboro British championship leader Tommy Byrne ended a lengthy, by his standards, lean spell with an exemplary victory in Sunday's prestigious GP supporter. Jeremy Shaw reports.

GP PREVIEW 57

Ricard: a cakewalk for the turbos? Who will win on Sunday? Renault, Ferrari, Brabham-BMW — or Toleman?

SPORTS EXTRA 59



National motor sport news — Big shunt spoils Atlantic Sports spectacle — First British race for Lola T222, 11 years on — 'Abacus' Taylor's McLaren — Phillips debuts Martin, then wrecks Lotus.

SPORTSCARD 60



International racing: Martinis return to form at La Châtre — IMSA Porsche's debut win — Waltrip at NASCAR Nashville — National racing from Mallory, Snetterton and Lydden plus rallying from Germany: Demuth takes Hunsruck — Valence hillclimb.

Pit & Paddock

Concorde terms to stand until end of 1984

At Brands Hatch everyone was very cagey about the Formula 1 Commission meeting, held at the circuit last Thursday.

In Holland the non-FOCA teams issued a statement giving their views on the FISA proposals for the future of Formula 1, and many people were surprised that they were prepared to accept so many of them, particularly those concerned with reductions in

minimum weight and fuel capacity.

The non-FOCA brigade did, however, make it clear that their offer of compromise was open only until the Brands Hatch meeting of the F1 Commission: if it were not accepted there, the offer was closed.

It seems clear that, in fact, it was not accepted, and that, as a consequence, the terms of the Concorde Agreement now definitely stand until the end of 1984, as originally agreed . . .

F1 disqualifications discussed in Paris

The FIA Court of Appeal was due to meet in Paris at the beginning of this week, to consider four topics.

First of these was the appeal by the RAC on behalf of the Brabham and Williams teams against the disqualification in Brazil of the cars of Nelson Piquet and Keke Rosberg.

There is an appeal by the FFSA, on behalf of Didier Pironi, which contends that all the cars which ran with water tanks in Brazil should be disqualified. If that were to happen, Pironi would be elevated from eighth to second (behind Prost), which would give the Frenchman six more World Championship points.

On behalf of Ferrari, there is an appeal against the disqualification in Long Beach of the late Gilles Villeneuve. The French-Canadian finished third, using the contentious 'double' wing on his car.

Finally, there is an appeal against the decision of the Stewards at Imola to

dismiss Ken Tyrrell's protest against turbo engines in Grand Prix racing, lodged on the premise that such engines use turbines, that the turbocharger is a supplementary engine, and that its capacity should be added to that of the engine.

A lengthy document, written by Keith Duckworth and Max Mosley, was shown at Brands Hatch, with Duckworth arguing strongly for Tyrrell's Imola protest. The Cosworth DFV designer contends that a turbocharger is very different from a supercharger, and that, as such, the equivalence formula drawn up in 1963 for the 3-litre Formula 1 has no validity where turbos are concerned. In Duckworth's opinion, a correct equivalence would be 3-litre normally-aspirated engines versus turbocharged engines of 1054cc. As you might imagine, his calculations do not find favour with Ferrari, Renault, Brian Hart *et al.* . . .

PRDA proposes F1 qualifying changes

Despite the recent tragedy of Gilles Villeneuve, Formula 1 qualifying procedure remains unchanged. There is no end in sight for qualifying tyres, or for reducing the number of cars on the circuit at any one time. Recently a fatuously complicated proposal for change was issued by Jean-Marie Balestre, but the FISA President's ideas are considered unworkable by most people in Formula 1 — not least the mechanics, who hardly relish the prospects of yet more work.

At Brands Hatch, a meeting of the Professional Racing Drivers Association discussed the question, and came up with proposals of its own:

"In order to resolve the acute safety problem created at present by the number of cars on the track during F1 qualifying, the F1 drivers wish to offer the following procedure for consideration.

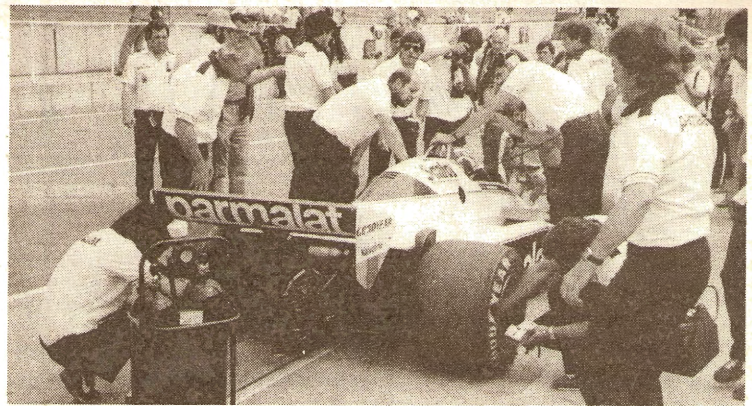
"1. Two practice heats, each comprising half the entries. Each timed session to last for 45 minutes.

"2. Provided that the difference between the average time on aggregate of

the five fastest competitors in each session is more than 1%, the grid would be established by placing the competitors who have set the fastest time in each session on the front row, with the faster of the two on pole position. Other places on the second, third etc rows would be allocated on the same basis.

"3. Selection for the two heats would be decided on the basis of results from the previous race. For the first race it would be decided by drawing lots.

"4. The order in which the sessions take place shall be reversed on the second day of practice. This solution has the advantage that it has been used in other branches of motor sport, and has proved satisfactory. There will be no more need for pre-qualification. This arrangement would make more interesting viewing for the spectators, and would provide them with more practice. Safety would be increased due to the reduction in the number of cars practising at any one time. The practice heats would not exceed the present finishing time of 2pm, unless practice delayed for any reason."



What a pity that both Brabham-BMWs retired early in the British Grand Prix, thereby removing one of the most exciting elements of the race. It is thought that both Piquet and Patrese started the race on half-full tanks, and both would have to come in at half-distance for fuel and fresh tyres. The Brabham team's preparations were elaborate, and a great deal of practice had gone into the proposed stops. At Donington, earlier in the week, the pit crew is said to have refuelled and re-tyred the car in only 14secs . . .

1983 GP dates

At the weekend, details emerged of the provisional 1983 Grand Prix calendar. The list currently has 18 events on it, but some look doubtful, to say the least, and that includes the first . . .

Jan 30	.....	Argentina
Feb 13	.....	South Africa
Mar 13	.....	Brazil (Rio)
Mar 27	.....	Long Beach
Apr 17	.....	San Marino (Imola)
May 1	.....	Belgium (Spa)
May 15	.....	Monaco
Jun 5	.....	Detroit
Jun 12	.....	Canada (Montreal)
Jun 25	.....	Holland
Jul 3	.....	France (Dijon)
Jul 16	.....	Britain (Silverstone)
Jul 31	.....	Germany
Aug 7	.....	Austria
Aug 21	.....	Moscow/Switzerland (Dijon)
Sep 4	.....	Italy (Monza)
Sep 25	.....	Las Vegas
Oct 9	.....	New York

At present, it seems somewhat unlikely that Argentina will stage a race next year, and we seriously doubt that two races might be staged at Dijon. We also have the greatest difficulty in persuading ourselves that this proposed race in Russia is actually a serious venture. But everyone will rejoice in the thought of a Belgian Grand Prix at Spa, and we relish the idea of a race in New York. However, we expect this calendar to be amended somewhat . . .

More CART city races?

In the wake of the success of the recent Cleveland CART Indy Car race, CART have been besieged with enquiries from other major American cities anxious to stage their own round-the-streets races. Chicago looks the most likely bet at the moment as the City Council is reportedly fully behind the venture, and the prospect is even receiving a good press within the city.

If the race happens, late June 1983 seems to be the most likely date, on a circuit probably on the Soldiers Fields site. Other cities in the market, apparently, are San Francisco and Portland, Oregon.

Foyt hurt again

Michigan is just not A. J. Foyt's lucky track. In last year's inaugural 500-miler there, the Texan suffered heavy arm and ankle injuries when his Coyote was pitched into the guardrail. And in this year's race, run last Sunday, he again had a bad accident.

It occurred on lap 147, immediately after the end of a yellow light period. The green had been thrown, and all the drivers were accelerating hard. Hector Rebaque came up on a slow moving Scott Brayton, clipped his tail and slid high up the banking — straight into Foyt's March. The impact tore off the nearside corners of AJ's car, and the other two were removed by the barrier. Foyt tried to get out, but was trapped by his feet, and the left ankle was again injured, punctured by something in the footwell. AJ, who was running fourth at the time, is not expected to miss any races.

GM plan push into racing

General Motors, the American conglomerate which includes Chevrolet and Buick, are thought to be on the verge of announcing a major works involvement in motor racing for the first time in their history. Sagging sales figures is the reason for GM feeling the need to change its image through a racing programme.

The company has long been involved indirectly — in NASCAR in particular — but for the last six months the GM Board has discussed a return, motivated chiefly by Chevrolet and Buick Group General Manager Bob Stempel. In 1958 GM, Chrysler and Ford signed an agreement stating that the three companies would not initiate works involvements in motor sport, but GM have for many years been alone in sticking to that document. Stronger links with NASCAR now seem likely, along with a possible Indy Car programme with their own turbo engine . . .

Lucky escape for Palmer

Jonathan Palmer was forced to spend 24 hours in hospital at Linköping, near Mantorp Park in Sweden last Sunday, after a massive accident during the F2 race. The Ralt-Honda driver was very lucky to escape with nothing more than concussion after rolling three times and landing upside down after colliding with Frank Jelinski's Maurer.

Both Palmer's team mate Kenny Acheson and Ralt boss Ron Tauranac saw Palmer in hospital just after the race and said that he was unable to recollect what actually happened. He was running in sixth place at the time and had been bounded by Jelinski for three successive laps, the Maurer driver being the quicker of the two at the time. Thierry Boutsen and Christian Danner were following just a couple of lengths behind and had a good view of what happened.

By all accounts it was a perfectly legitimate attempt to overtake Palmer,

who was taking a wide entry into the corner, but when he realised Jelinski was coming through the door, Palmer closed it and the two touched. Both cars bore tyre marks down the side, but it was Palmer who came off worst, the Ralt being launched into the air and barrel-rolling three times before coming to rest at the foot of the armco.

Jelinski was quickly on the scene, but proper rescue help didn't arrive for a long time. However, once they extricated Palmer he was rapidly rushed to hospital very dazed.

Although the roll-over hoop on the Ralt broke on the third roll, the car stood up to the accident very well, the survival cell part of the monocoque being totally undamaged. Naturally Ron Tauranac was unhappy that the roll-bar broke but the scrutineers said that the construction was well in excess of the specifications required. The bar broke around the weld

of the hoop, the rear stays having withstood the impact, and the front mounting points were undamaged. "We spent a lot of time calculating the strength required," said Tauranac on Monday, "but obviously we hadn't gone far enough. It is way in excess of the minimum requirement, and what worries me is that there are a lot of cars, especially in Formula 1, which only comply with the minimum. The big problem is, of course, that you cannot test these things, and the only way you find out is in an accident."

With there being only a possible maximum of four days before the transporters have to leave for Enna, the still-improving Ralt team will have to tackle the successive Italian races without a spare car. While the main part of the monocoque was undamaged, the engine had pulled the mounts out of the honeycomb.



Villota — no more F1.

No more Grands Prix for Villota

Missing from the Grand Prix entry at Brands was Spaniard Emilio de Villota who, after failing to qualify his semi-works March in four successive attempts, has realised that being a part-time racing driver in F1 will not work.

Although the car was run by Mike Earle and Gregg Field's Onyx Racing it was part of the March Grand Prix set-up, and John Macdonald told us this week that there was no likelihood of the car being hired out to any other driver. "It was a mutual decision to stop," said Macdonald, "but we shall continue to work with Onyx who will be involved in our testing programme."

It might not be entirely coincidental that the withdrawal of Villota's entry meant that there is now no need to hold the prequalifying sessions which, at the half-season dividing line, required both the Rothmans Marches to take part if there were more than 30 entries.

Brunner on the March?

There was a certain amount of mystery at Mantorp Park last weekend about the non-appearance of the highly-rated and much sought after Maurer designer Gustav Brunner. The official line was that he was on holiday although paddock gossip suggested that he had in fact left the team.

Team boss Willy Maurer, who took on the job as chief engineer for the weekend said: "Gustav was originally intending to get married the week after the Donington race and it was written in his contract that he would miss this race. As it happens he is not getting married until the end of the year, but as we now have no chance of winning the championship I told him to take the holiday anyway."

Persistent rumours suggest that Brunner was offered a number of Grand Prix jobs during a visit to the Monaco Grand Prix in May, and that he is about to join John Macdonald's March Grand Prix in Bicester which, coincidentally, is the home town of his fiancée.

An extremely unconvincing "no comment" was Macdonald's reply to our enquiry on Monday, and although Brunner is almost certain to have a binding contract with Maurer it appears that recent lack of harmony within the German team, who are now almost certain not to do Formula 1 next year, will lead to a parting of the ways.

F2 skirt wrangles

The seemingly endless argument over the skirt systems on the F2 Maurer and Minardi cars continued apace at Mantorp Park last weekend. Although the inexperienced scrutineers carried out their job in a less than professional manner, they were able to produce a factual report which was accepted by the Clerk of the Course and the Stewards and which, at last, will come before what remains of the FISA Technical Committee.

Initially both teams were advised to disconnect their respective systems or be disqualified. However after an appeal by Maurer's Paul Owens, former racer Sten Gunnarsson, who was Clerk of the Course, agreed to allow the cars to run but stated that he would be recommending to FISA that they be disqualified from the results.

FISA Steward Emile Brezing was due to report the matter to Paris on Monday and with supporting evidence from Britain's Neil Eason Gibson from Donington a final clarification is expected shortly. Meanwhile the 'legalists' continue to dominate the races . . .

Honda order March

Following the success of the BMW-powered March 822s in the Japanese Formula 2 Championship, Honda has asked March to supply them with a new chassis to accept their V6 engine in time for the final two rounds of the championship. "We've been asked to deliver it by the middle of August," said March's Ralph Bellamy, whose revised 822 chassis has won seven of the 11 European races this year.

March last year actually built two Honda-engined cars for Tetsu Ikuzawa's

team, which went on to win the Championship. They will be running the car on Bridgestone tyres in the final two rounds of this year's series.

The two races at Suzuka, on September 26 and November 7, will also be contested by the Honda-powered Spirit and Ralt teams, which will be taking regular European drivers Stefan Johansson, Thierry Boutsen, Jonathan Palmer and Kenny Acheson. Mike Thackwell will also be going to drive one of the local March-BMWs.

Cecotto: too consistent

Having scored in nine out of the 11 Formula 2 races so far this year, Johnny Cecotto, who retook the lead in the series at Mantorp Park last weekend, will have to start dropping points if he scores in the final two rounds. An obscure FISA rule demands that a driver may only count scores from the total number of rounds, if over 12, less four. This year's series is 13 races and so the former motor cyclist has to start dropping from now on.

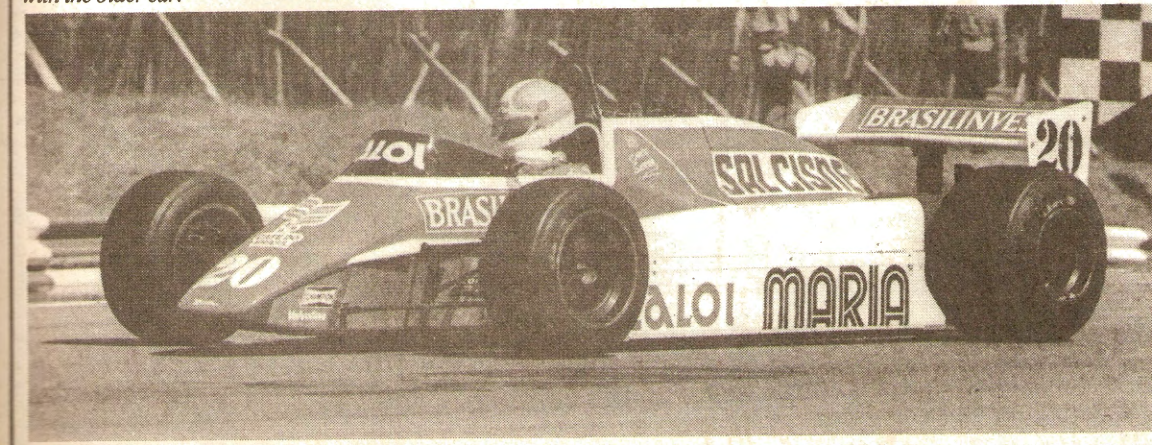
After Mantorp, when previous series leader Corrado Fabi crashed out of first

place while dicing with Cecotto, the Venezuelan has a five point lead over his team-mate, who will be able to count all his scores if he finishes the final two rounds.

Thierry Boutsen, runner-up last year, is still in with an outside chance of the title too, being 12 points behind, but there is still a maximum of 18 up for grabs. If he scores in both races he will have to drop one score, which would be the one point scored with sixth place at Vallelunga.

Fittipaldi F9 debuts at Brands Hatch

After an encouraging test at Donington a couple of days before, the Fittipaldi team elected to take their new F9 to Brands Hatch. The new car, which has a honeycomb chassis, carbonfibre bulkheads and pull rod front suspension, was tried by Chico Serra during practice, and proved virtually as quick as the old F8D right away. For the final session and the race, however, Serra decided to stick with the older car.





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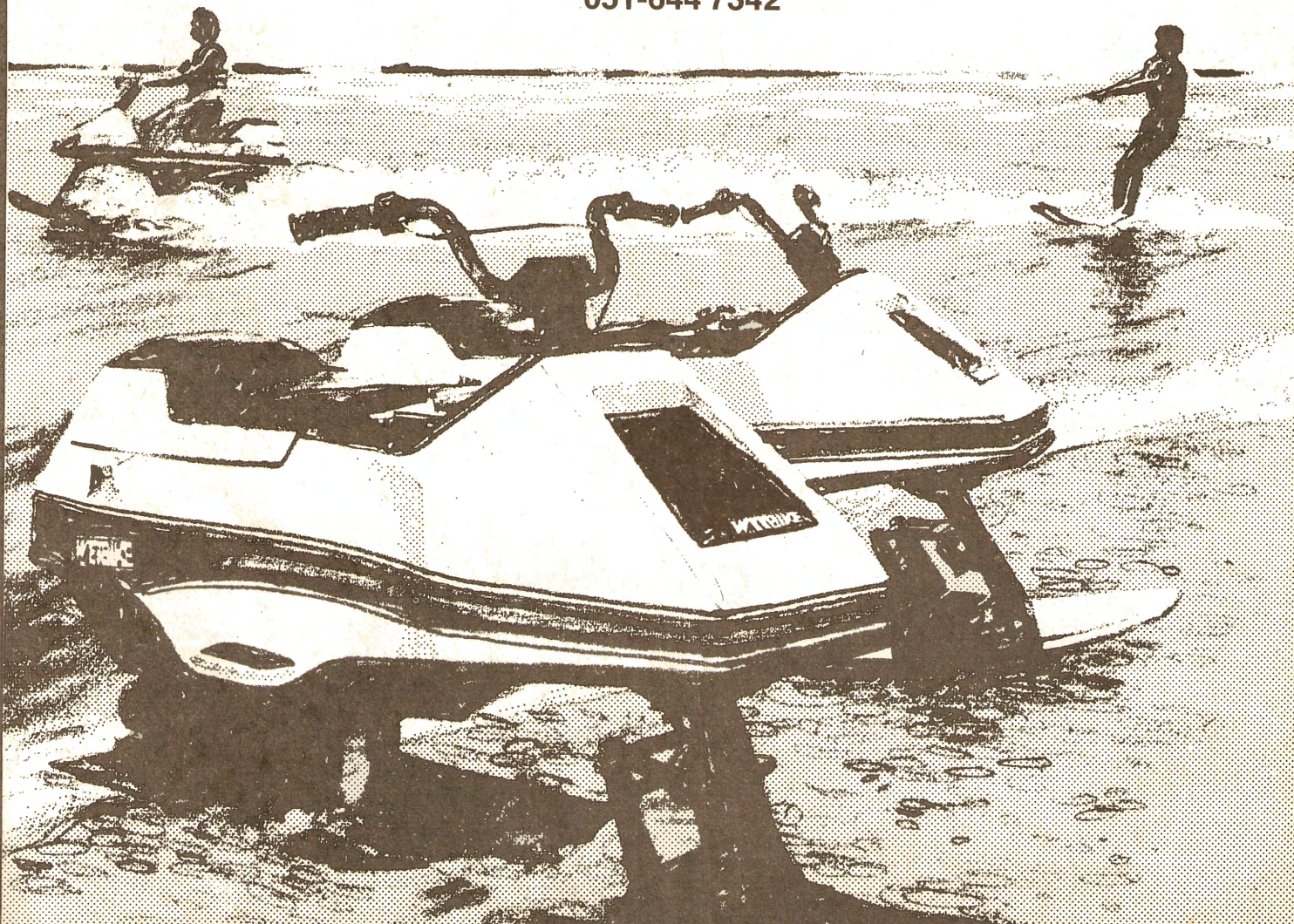
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Pit & Paddock

Boesel fails at Brands after testing shunt

Whatever the reasons for Raul Boesel's non-qualification of his Rothmans March at Brands Hatch last week, one contributing factor must have been the enormous accident he had during testing at Snetterton earlier in the week.

The Brazilian had been at the Norfolk circuit for nearly two whole days when the accident occurred and had already set what was regarded as the fastest time ever there, 52.04s, and was expecting to go a second quicker during the session when the accident occurred. "The car

was so badly destroyed it is difficult to say what happened," said March's John Macdonald, "although it appears that a skirt stuck. If it hadn't been for the tyre barrier at the corner after the bridge he would have been badly hurt. As it was, the car ended up in the middle of the track with all wheels and radiators and every other ancillary missing." Luckily for the March team Emilio de Villota's entry had been withdrawn (see separate story) and so they were able to use his chassis for Brands.

Leech and Morris out of Group 1

Brands Hatch may have been the last time Tricentrol regulars Dennis Leech and John Morris will appear this season. Both cite costs as the restricting factor.

Leech, who retired from Sunday's race with a suspected broken cwp, is Exeter-based and is unlikely to make the trek to Donington, Brands and Silverstone for the remaining three championship rounds. His black Rover V8 is funded entirely from his own pocket and now the money has effectively run out.

John Morris, whose Golf GTi runs under the Morris Vulcan banner, threatened to withdraw earlier in the season as cash had run out. His threat managed to secure him some further help from Volkswagen, but this too has now been exhausted. "A new set of tyres for the Grand Prix meeting finished off the extra capital from VW," said Morris who finished second in class behind the uncatchable Win Percy Toyota Corolla. Morris lies fourth overall in the championship and second in class.

Brands WEC upgrading

Following our P&P story of July 8, the RAC MSA has now applied officially to FISA on behalf of Brands Hatch, which is seeking to upgrade the World Endurance Championship status of the October 17 Shell Oils 1000 from Drivers to Makes and Drivers. The RAC's application is due to be heard by the FISA Executive Committee when it next convenes, early in August.

If the application (which follows the cancellation of the Watkins Glen 6 Hours) is successful, the Brands Hatch event would become the sixth and final round of the Makes championship.

FISA confirmed on Monday that the series is currently being led by Ford Rondeau (55 points) from Porsche (40) with the one confirmed round remaining at Spa-Francorchamps on September 5.

Obviously, the Makes series could do with another qualifying round but, in making the application for Brands Hatch, the RAC MSA is asking FISA to waive two of its own rules. The change would have to be made after the stipulated notice deadline has passed, and the regulations state that there can be only one Makes championship event in each European country.

AUTOSPORT, JULY 22, 1982

Win Percy closes on title

Win Percy made virtually certain of winning the Tricentrol Group 1 title for a third year running by continuing his unbeaten run in the Hughes of Beaconsfield Toyota Corolla at Brands Hatch. The only two men who stood a slim chance of beating Percy before the Brands race, were Vince Woodman and Richard Longman, but both had to win and take fastest lap if they were to keep their hopes alive.

Woodman started off with the best intentions taking the pole and leading into the first corner, but eventually finished fourth, while Longman started in the worst possible way — from the pit lane once the field had gone.

In a splendid fight back up the field, Longman did indeed manage to win his class and take a full 10 points. But to win the championship he has to have some incredible luck. He has to take maximum points from the remaining three rounds and hope that Percy scores no more than three points.

Modified Martinis improve

The Automobiles Martini Formula 3 team rejoined the European Championship at La Châtre last weekend in impressive style with Philippe Alliot leading home team-mate Alain Ferté. The French outfit had missed the previous round at Enna to develop their difficult MK37 chassis, and the move seems to have paid off.

However, Martinis have always handled well on tight, twisty circuits, such as that at La Châtre, so the full measure of the redesigned rear suspension may not be known until this weekend, when works driver Michel Ferté, brother of Monaco F3 race winner Alain, attempts to improve upon his second position in the French Championship at Paul Ricard this weekend.

Incidentally, although the works-run cars of les freres Ferté and Alliot were fitted with the new suspension parts last weekend, the Serge Saulnier-run MK37 of Belgian Didier Theys had to rely upon the older set-up. Didier was none too happy about the situation . . .

Briefly . . .

● A source in America suggests that Cosworth are producing a Ford name-plated turbo engine financed by Saudi Arabian interests. It is thought the engine, the configuration of which is unknown, is destined for the Williams and Lotus teams . . .

● Rumours of a split between Talbot and Ligier persist. Why else would Guy Ligier have ordered new Cosworth engines . . . ?

● Odd rumour dept: Andretti in a Group 1 Capri? It seems that at one time there was a chance that an Andretti — Mario or Mike — was to be entered for the Sunday's Brands Hatch Tricentrol race in the spare Vince Woodman Esso Capri. The plans, if they ever existed, came to naught.

● Immediately after their team's best practice performance with their old chassis at Brands, the Toleman management took the company helicopter to their Witney base to inspect their first carbonfibre monocoque which was delivered that morning and is expected to debut at Monza.

● Markus Hotz's Formula 2 team will be missing the Enna race, Eje Elgh's Mantorp outing being a one-off, but their March will be driven by Henning Hagenbauer at Misano where his wind surfboard manufacturing sponsors will be doing a big promotion to the holidaymakers at Italy's Blackpool, Rimini.

● In testing at Snetterton last week, Stefan Johansson did the quickest ever Formula 2 time of 56.2s with the Spirit-Honda which he was taking through Russell absolutely flat and Riches still in top gear! Also astonishing was that the team got a sun tan instead of the usual 'flu.



Mansell makes the race

There was little reward for Nigel Mansell's courage at Brands Hatch. Wearing a special brace on his left arm, and still in a great deal of pain, the Lotus driver succeeded in qualifying his 91, but in the race he eventually had to call it a day, retiring to the pits in a state of complete exhaustion.



"Pierre Chauvet" — idle.

● Austrian "Pierre Chauvet" turned up at Mantorp Park last weekend but didn't drive his usual Bertram Schafer Maurer. Both driver and car remained idle throughout as Chauvet was in dispute with Schafer about the quality of his engine rebuilds.

● Willy Maurer said last weekend that it is almost certain that his team will not be moving into Formula 1 next year: "Without a tyre contract and big sponsor it is impossible and we don't have either. We will stay in F2, though."

● Although the pre-race publicity for the Diners Club supported World Endurance Championship race at Spa on September 5 promises an appearance from one of Harley Cluxton's Mirages, the American team owner confirmed on Monday that he would not be entering a car. There are works entries, however, from Rothmans Porsche, Ford, Rondeau and Lancia.

● For the record, the *Mail on Sunday* House of Lords v House of Commons Shell Super Sunbeam race was dominated by the Upper Chamber, the Lords taking the first four places with the Earl of Arundel coming home first. Fifth, and the first from the Commons, was Sir Hector Monro who enjoyed a race-long dice with fellow MP, Richard Page.

● Mario Hytten's DB Motorsport-run Ralt RT3 carried sponsorship at the Grand Prix meeting not only from the Swiss driver's usual backers, Akai and Collège du Lemman, but also from London's Swiss Centre Restaurants. On the weekend before the GP, indeed, the Ralt was stationed outside the impressive Swiss Centre in busy Leicester Square.

● James Weaver thinks he may have created a record. His Eddie Jordan Racing Ralt RT3 bore allegiance to no fewer than 16 backers at last weekend's British GP meeting. Happily, Vauxhall/Opel/GM Dealers had continued their support from a recent Silverstone race, while Walshe Builders Merchants and Whyatt Builders, sometime backers of Richard Trott, also helped out for the race. Nevertheless, the hard-working team are still searching for backing to see them through the remainder of the year.

● Although Stefan Johansson had an unhappy weekend at his home circuit, Mantorp Park, last weekend, family honour was upheld by his sister Åsa, who showed similar aggressive racing tendencies on her way to victory in the Ladies Cup race.

● Robin Herd continues to thrive in the US of A. At last Sunday's Michigan 500 (see *Sportscard*), 14 of the 34 runners were Marches! Among them were cars for Johnny Rutherford and Mike Mosley, both making their first appearance in 82Cs — and both going well.

Pit & Paddock

INTERNATIONAL RACING

Date	Venue	Event/Details
Jul 24	Kyalami, South Africa	Sigma South African Formula Atlantic Championship, round 9 <i>The Atlantic regulars return after a lay-off of almost a month. Maybe someone will have found a little extra speed with which to challenge Graham Duxbury's new March 822.</i>
Jul 24/25	Paul Ricard, France	French Grand Prix — Formula 1 World Championship, round 11/French Formula 3 Championship, round 10/French Production Championship, round 11/European Renault 5 Turbo Championship, round 7 <i>Didier Pironi has not had a happy time at the southern French circuit this year, with two huge crashes. Nevertheless, his chances of a maiden home GP win must be high. The programme of supporting events should help provide a good alternative to the Cote d'Azur beaches.</i>
Jul 24/25	Road America, Elkhart Lake, Wisconsin, USA	Robert Bosch VW Super Vee Championship, round 5/Budweiser 7-Eleven CanAm Challenge, round 4/North American Formula Atlantic Championship, round 6 <i>The SCCA have laid on a top-class meeting at the challenging, 4-mile Road America circuit with all three of their prestigious series having qualifying rounds.</i>
July 25	Lakeside, Queensland, Australia	Australian Gold Star 'Formula 1' Championship, round 4/Sports Sedan & GT Championship, round 6 <i>John Bowe took over the points lead following his recent Wanneroo Park win, although Andrew Miedecke will be looking to regain the position he lost due to engine failure.</i>
Jul 25	Sears Point, California, USA	IMSA Camel GT Championship, round 11 <i>John Paul Jnr took his brand new spaceframe Porsche 935 to a fine debut victory at Brainerd recently. The locally-based Interscope team, though, should press him hard.</i>
Jul 25	Pocono, Pennsylvania, USA	Mountain Dew 500 — NASCAR Winston Cup Grand National Championship, round 18 <i>The Winston Cup series is really hotting up with Terry Labonte holding a tenuous advantage over early leader Bobby Allison and a hard-charging Darrell Waltrip.</i>

NATIONAL RACING

Date	Venue	Event/Details
Jul 24	Oulton Park, nr Tarporley, Cheshire	RAC British FF1600, 'Champion of Oulton' FF1600, Dunlop-AUTOSPORT FF1600, British Sports 2000, BRSCC Modsports, Staw Elf Renault 5, MG T-Types, Classic Saloons (BRSCC-NW) <i>Seven races comprise the North-Western Centre's meeting this week, with the accent firmly upon Formula Fords. Rounds of three championships are included in the 7-event programme, including one for the prestigious RAC series. Mauricio Gugelmin (Van Diemen) leads the points list after two rounds, with Rick Morris (Royale) hard on his heels. Local men Andy Middlehurst (Van Diemen) and Richard Peacock (Crosslé) lead the Dunlop-AUTOSPORT and 'Champion of Oulton' series respectively. The closely matched Renault 5s should also provide some hectic racing. First event starts at 1400, following practice from 0900. Adults, £3; Children, £1.</i>
Jul 24	Mallory Park, nr Hinckley, Leics.	Robin Hamilton Inter-Marque Challenge, Historic and Production Jaguars, sportscars (JDC) <i>A busy weekend for the picturesque Mallory Park circuit begins on Saturday with a Jaguar Drivers Club meeting. Seven races will be run, starting at 1330, highlight of which will be a 40-mile (30-lap) sports car race, for which JDC Chairman Mike Cooper has provided a special Challenge Trophy. There will also be a cavalcade of Jaguar cars, representing 50 years of the marque's history, as well as a Spares & Autojumble. Adults, £3; Children, £1.</i>
Jul 25	Mallory Park, nr Hinckley, Leics.	Esso FF1600, 'Champion of Mallory' FF1600, British Sports 2000, Gates-Varley Monoposto, F1300, Prodsaloons, CCC-Modsaloons, GTs, MGB/C/V8, Bobcat ASCARs (BRSCC-M) <i>The Midland Centre of the BRSCC take over the reigns on Sunday with a varied meeting comprising no fewer than 12 events. A strong local flavour will see Loughborough's Jim Mensley contesting both the ASCAR and Sports 2000 events with his Chevrolet Camaro and Tiga SC80 respectively, while Leicester's Don Hardman heads the 'Champion of Mallory' FF1600 field with his Royale. New 'find' Nicky Phillips will no doubt continue his challenge from the most recent round. First race is at 1400, following practice from 0930. Adults, £3; Children, £1.</i>
Jul 25	Ingliston, nr Edinburgh, Scotland	F Libre, Marlboro FF1600, Daily Mirror Ford Fiestas, GTs, Clubmans/Sports 2000 (SMRC) <i>The far-travelling Fiesta fraternity visit Scotland this weekend for round 8 of their hotly contested series. Rob Hall is likely to be well to the fore, although Charles Tippet, together with novices Lionel Abbott and Graham Churchill could press him hard. Otherwise, the meeting follows well-established lines with the FF1600 contenders sure to put on another close race.</i>
Jul 31/Aug 1	Donington Park, Leics	Atlantic Computers/Bellini Models Historic GT, Thoroughbred sports, Seldon Classic sportscars, Post-Historic Roadsports, Gates-Varley F Junior (DRC)
Aug 1	Mallory Park, Leics.	Marlboro British F3, P&O Ferries FF1600, F Talbot, Clubmans A, Monroe Prodsaloons, Mini Miglia (BARC)
Aug 1	Snetterton, Norfolk	Pace British 2000, BP 'Superfind' FF1600, 'Champion of Snetterton' FF1600, British Sports 2000, Oceanair Clubmans, Bobcat ASCARs (BARC)
Aug 1	Brands Hatch, Kent	Esso FF1600, 'Champion of Brands' FF1600, Pre-74 FF1600, F Vee, Unipart Metros, Reliant 750F (BRSCC)
Aug 1	Knockhill, Fife	Race Meeting (SSCC)

OFF-TRACK

Date	Venue	Event/Details
Jul 24	Val des Terres, Guernsey	Pace Petroleum/RAC British Hillclimb Championship, round 10 (MC & CC). <i>The second of the popular Channel Island events gives a welcome change of scenery for the regular RAC Championship contenders.</i>
Jul 24/25	Donington Park, Derbys	Austin Summer Spectacular. Activities start from 10.30 daily. <i>Admission free. A wide variety of events catering for all tastes offer an action packed weekend of thrills and unusual entertainment.</i>
Jul 25	Loton Park, Alberbury, nr Shrewsbury	Pace Petroleum Loton Park Hillclimb (AMOC/Hagley & DLCC). Starts 12.15pm. <i>Five classes for Aston Martins join the more usual hillclimb classes for what always provides an interesting day's sport.</i>
Jul 25	Talbenny, Wales	Lloyds & Scottish British Rallycross Championship, round 5.
Jul 25	North Weald	Autotest. Starts at 10am.
Jul 25	Upper Cook Farm, Stogursey, Nr Bridgwater	Autocross (Taunton MC). Event commences at 14.00 (R).
Jul 25	Stone Lodge	Autocross (Borough 19MC).

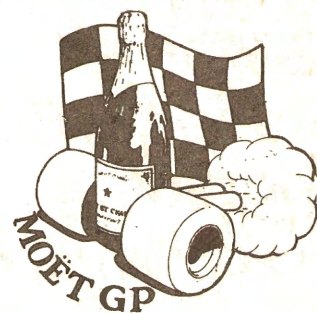


Andretti — practice accident.

Andretti's Michigan problems

Mario Andretti had to work hard for his second place in last Sunday's 500 miler at Michigan. He was not in good shape after a practice accident the day before the race, when he reportedly lost his 'Pat' Patrick Racing Wildcat over the notorious bumps between Turns One and Two of the Michigan oval. Mario hurt his neck quite badly as the car went backwards into the wall, but felt fit enough to drive his spare car in the race, even though he had to start from the back of the grid.

The car worked well during the race and Mario drove quite brilliantly considering the pain he was in to reach the leading group after just 30 laps. Second place behind team-mate Gordon Johncock made it all worthwhile, for Andretti had put so much into his drive that he was barely able to speak as he got out of his car.



You all anticipated a faster race at Brands Hatch, but a good number of you thought that Niki Lauda would win. Malcolm Evans of Cardiff came closest to Lauda's winning average of 124.7mph with his prediction of 127.354mph, so the prize of a magnum of Moët et Chandon champagne will soon be on its way to the west.

We are now entering a busy period of the Grand Prix calendar, the teams — and the Moët et Chandon competition entrants — having precious little time to prepare for this weekend's French race at Paul Ricard (Preview page 57). If you want to enter, send a postcard with your prediction of the winner and his average speed to AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. To help you in your guesses, remember that two years ago (the last time the GP was held at Paul Ricard) Alan Jones won for Williams at an average speed of 126.14mph.

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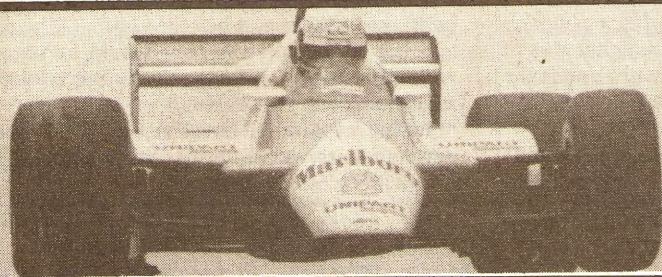
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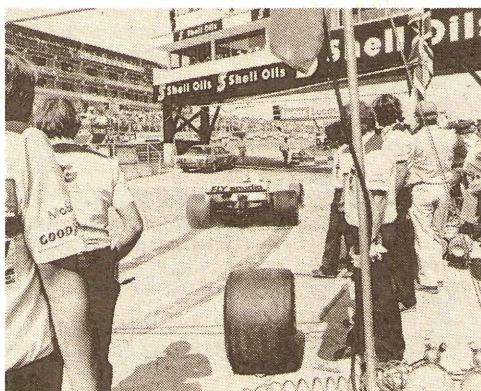
Brands Hatch memories

Now that the dust has settled over Brands Hatch, we can reflect on a highly successful 1982 Marlboro British Grand Prix. The race will not be remembered as a classic, but every patriot in the huge crowd will look back fondly on a race enlivened by Derek Warwick's electrifying drive in the Toleman-Hart turbo.

The British Toleman team has been through a metamorphosis in recent weeks, and there is now no question that Brian Hart has produced a turbo engine able to rival the Ferrari and Renault V6s and the BMW straight-four, and done so for a fraction of the development costs of those manufacturers. This achievement, together with Pirelli's highly effective new race rubber, provided Derek Warwick with a machine which he was able to qualify comfortably for his home race. But who could have expected such a magnificent, accomplished drive from the young Hampshireman? The precision of the overtaking moves which took him up to second place belied Warwick's lack of race experience since Toleman entered Formula 1 18 months ago: this was only his fourth start this year . . .

After his retirement when a constant velocity joint broke on the 41st lap, Derek said that this failure was a sad blow to the Toleman team. Not at all. He had done more than enough in those 41 laps to leave a lasting impression, and the retirement should not detract one bit from the team's joy. The partisan crowd loved every minute of it, even if there were those thinking wistfully about the 100-1 plus odds offered by the bookmakers against Warwick . . .

Niki Lauda must forgive us for eulogising about that British performance, but his drive to his 19th victory was consistent and polished to give him his first win on the road in a British



Grand Prix at Brands Hatch. He was only the nominal winner in 1976, the year when James Hunt was disqualified from his victory.

As the rivalry between the turbo and Cosworth-powered teams heats up, it needs to be said yet again that we are still a long way from turbo domination. At Brands Hatch, Cosworth scored their 149th victory. The British V8 powered Lauda's McLaren, took pole position in Keke Rosberg's Williams and set the fastest lap with Brian Henton's Tyrrell. Not bad for an 'out-dated' engine.

Contrary to fears before the race — although Motor Circuit Developments' John Webb had always been optimistic — the race drew a fabulous crowd, said by the circuit to have numbered around 125,000 paying customers over the three days. Sunday's audience was in the region of 90,000, on a par with, or maybe even in excess of, the crowds at recent British Grands Prix.

All the pointers at the previous nine Grands Prix this year have suggested that there is a

general decline in spectator interest in what is supposed to be the pinnacle of the sport, so it is encouraging indeed that the British event should halt this trend, that our hardy enthusiasts have not been tainted with cynicism. The fact that John Watson led the World Championship before the race, together with the glorious weather, certainly contributed to the turn-out, but even so there is no doubt that the dedication of the British fans has not been diluted by Grand Prix racing's traumas. There were good reasons for the poor attendances at the Canadian and Dutch Grands Prix, but every other race so far this year has been watched by fewer paying customers than usual. Hopefully, this recovery should continue for the rest of the year. After all, a Frenchman has moved into the title lead before his home Grand Prix, and later in the year crowds are bound to flock to the Austrian Grand Prix to witness Niki Lauda.

Looking immediately ahead, it will be fascinating to see whether the Brabham team will repeat the intrigue of Brands Hatch. Gordon Murray's carefully hatched scheme to bring in the two Brabhams at half distance for a second half-tank of fuel and fresh tyres was not tested at Brands Hatch, but so convinced is he of the idea's worth that we may see it put into effect at Paul Ricard.

On the face of it, this tactic adds a marvellous 'wild card' to a race, but supposing it works? Other teams might adopt the tactic. There could be stages in the race when the ability of the pits and the organisation to cope would be tested. After all, swift, hell-for-leather pit stops are a rarity in Grand Prix racing.

In the meantime, however, we await such developments with interest. Such innovations are good for motor racing.

Correspondence

the editor is not bound to agree with readers' opinions

Thanking all

I hope you will allow me to use your correspondence columns to thank the many hundreds of people who made the Marlboro British Grand Prix at Brands Hatch last weekend such a success.

I am sure many of your readers were among the crowds who came to the circuit in their tens of thousands, many thanks to them. We need well over 1,000 voluntary marshals and officials to run the race and the hard work put in by them last weekend was incredible. I cannot thank them enough on behalf of the RAC Motor Sports Association and I wish I was able to write to them all personally, but I am afraid this is not possible.

I would like to thank Marlboro, who were sponsoring our Grand Prix for the fourth time. I think it would be difficult to find a sponsor more helpful and understanding.

Also my thanks must go to the directors of Brands Hatch who provided us with a marvellous back-up team and a first class circuit and one of the most exciting off-track entertainment and air displays I have ever seen, with the Harrier showing people its more gentle but equally important role in our Air Force.

To all involved in the Grand Prix, my very many thanks from the directors and staff at the RAC MSA in Belgrave Square.

LONDON SE7

PG COOPER,
Chief Executive,
RACMSA.

Striking lucky

On the eve of practice for the Marlboro British Grand Prix, the Brands Hatch Lucas starting lights were struck by a high vehicle and destroyed.

A brand new set was waiting to be installed at Donington and Tom Wheatcroft did not hesitate to let us have it.

Despite the fact that rounds of MCD championships are back at Donington this year, not everyone yet understands that we both co-operate in the interests of the sport.

Well done Tom.
BRANDS HATCH, KENT.

JOHN WEBB,
Managing Director,
MCD.

The unacceptable face

If we don't write to you, *who* have we got to look after our interests? The day was ruined by an ending that was totally disorganised — it's just not worth the effort if it takes 4½ hours to get away from a place — so we'll sit and watch it on TV in '84. And as for the toilets! Ugh! 'Out of Order' said the signs. Now they know there are going to be 100,000 people on that day, and 'Out of Order' is one thing that should never be.

It's just not acceptable. It's no good being carried away by watching all that beautiful machinery overhead at lunch-time, or Niki's win, it's sometimes about the paying public and we're not paying to go *there* again.
CHANDLERS FORD. ALAN & MAUREEN PURSER

Cadwell under threat

I was shocked and saddened at the news that Cadwell Park Circuit is to be shortened by the elimination of Hall Bends, the Hairpin and Barn Corner (*Sports Extra*, July 15). The British motor racing public, both competitors and spectators, has in recent years found itself deprived of several circuits for safety/financial reasons and has also seen the shortening of several more, for similar reasons. Perhaps the greatest loss in this category was at Oulton Park, but this will be totally eclipsed by what is planned for Cadwell.

This most attractive of British circuits, nestling in the Lincolnshire Wolds, must win first prize not only for its scenic beauty but for driver challenge. It is the most demanding circuit in the country, difficult to drive, hard on the cars and infinitely interesting. Dangerous? Of course, but I believe no more drivers have come to grief at the footbridge, barn or lake than have similarly succumbed to such obstacles on other circuits.

I realise that with the exception of Thruxton it is the longest club circuit in the country. I also realise that the safety of riders and drivers is of utmost importance, and that Chas Wilkinson has to cater for bikes as much as — and possibly more than — cars, and possibly this section of the circuit presents more danger to riders. Armco barriers and straw bales are neither attractive nor cheap, but surely the cost of laying a long new stretch of tarmac is greater than the cost of such safety improvements as would allow the wooded section of this mini-Nürburgring to remain?

CRAWLEY, SUSSEX

SUZY LIVINGSTONE

AUTOSPORT, JULY 22, 1982

Merci beaucoup

May I offer my sincere thanks to all the rescue crew, doctors and nurses involved in getting me out of my Davrian when I overturned it at the Esses at Shelsley Walsh on July 10.

They did a superb job against an ever-present fire risk and their swift, intelligent action avoided what was potentially a very nasty incident. I would also like to thank George Hartley-Smith for his very helpful comments after the accident, Midland Automobile Club officials for all their kind help and all my fellow competitors for their concern and good wishes. Finally Davrian Developments for a very strong motor car.

RICHARD NAYLER
Nayler Road & Motorsport
DUDLEY, WEST MIDLANDS

Fading attraction

Your article in last week's *Special Stage* (AUTOSPORT July 15) regarding the capacity classes in this year's Manx International Rally highlighted the unsatisfactory position of the smaller Group A cars that normally compete in the 1300cc to 1600cc class. They are being "pitched in" with cars of up to 2000cc.

The same problem affects the entrants of Group 2 cars. The middle class is from 1300cc to 2000cc. The 1300cc to 1600cc classes have always been well supported and very competitive. The Manx is a superb event in its own right but, as the owner of a Group 2 1600 Sunbeam, the event loses a lot of its attraction when you have not got a reasonable chance of winning your class before you even get on the boat!

MARYPORT, CUMBRIA EDDIE FARRELL

The 'Black Brick'

I read with great interest your article in AUTOSPORT (July 8) covering the development and success of the 'Black Brick'.

I am sure you appreciate that any venture of this type is very much a combined team effort and that success is very much dependant upon the efforts and dedication of each team member.

With this fact in mind I was surprised in reading your article to find no recognition given to the efforts of Ted Williams, who I know has spent many hours ensuring that the mechanics of the Black Brick are at top level for its circuit performance (indeed I have witnessed him working into the early morning hours prior to a meeting).

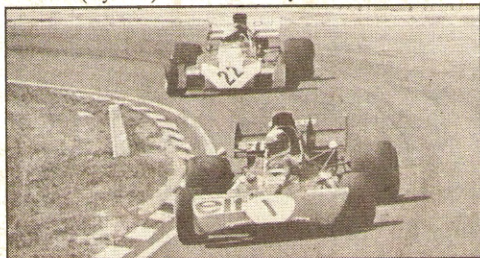
It was a great pity that your readers could not appreciate from your article the complete team effort which produces such exciting track competitions. Indeed, Ted Williams' effort provides that additional element of interest that all racing readers would relish.

PEASLAKE, SURREY P.J. COX

10 Then as now? 25

Pit & Paddock stories 10 years ago this week, (AUTOSPORT, July 20, 1972) . . . March announced an exclusive deal with BMW to use their engines in F2 — the start of a very successful association! . . . The Eifelland F1 team confirmed that they were pulling out of F1 after the German GP . . . The GPDA issued a statement asking the CSI to instruct circuits to place corrugated kerb stones on the apex and exits of all corners after Helmut Marko's horrifying accident . . .

However, the big news was all about the British GP, with the Brands Hatch circuit playing host that year. And the victor? As ever that year, it was Emerson Fittipaldi on the winner's rostrum, having given the JPS-Lotus 72D another win. But the victory was by no means an easy one, Jacky Ickx (Ferrari) and Jackie Stewart (Tyrrell) both tried very hard.



Jackie Stewart heads Tim Skenken's tail happy Surtees.

Indeed, these three men stood above the other competitors on race day. Ickx led at first with Fittipaldi second and Stewart third. Round they went together, nose-to-tail in a wonderful performance of racing skills. Until the Ferrari broke with no oil pressure. Thus the Brazilian and Scot were left to circulate by themselves.

The F3 supporting race was held on the Friday, and although not one of the greatest of races, it provided Roger Williamson with another win.

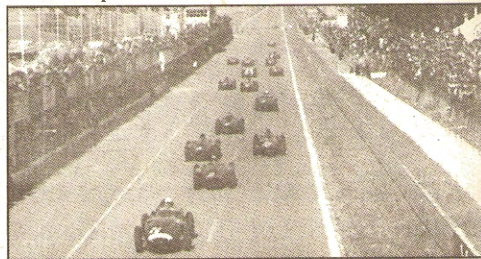
However, on race day, the F1 cars were ably backed up by the Group 2 boys, Brian Muir leading in his Capri for much of the race until his engine went.

A round of the Rothmans European F5000 championship was also held — although called the Charles Heidsieck Challenge Trophy race to overcome the problems of a rival cigarette manufacturer being mentioned — and was convincingly won by Graham McRae after starting last on the grid, although much of the race was rather boring.

Not so the Escort Mexicos. Barrie Williams and Andy Rouse almost dead-heating in the last race of the day. But it was at the expense of Rod Mansfield who had led by inches for most of the 10 laps until the oil filter fell off coming out of Clearways for the last time, Mansfield finishing third in a cloud of smoke!

Scuderia Ferrari had a fabulous weekend at the French circuit of Rheims 25 years ago this week (AUTOSPORT, July 19, 1957). The team started with a 1-2-3-4-5 victory in the 12 hours race for Grand Touring Cars. Phil Hill's 250GT car finally won, heading the sister car of Olivier Gendebien, celebrating his recent marriage to Marie Claire de Flers. Never at any time did the German Mercedes look like posing a threat to the red Marenello machines.

In the Formula 2 event, Roy Salvadori headed the practice times in his Cooper with Jack Brabham in a similar car second on the grid. However both cars suffered dropped valves on their new twin-cam Coventry-Climax engines. First place then went to the Ferrari of Maurice Trintignant, who fought off all the other Coopers to take a well-deserved victory.



Stuart Lewis-Evans leads in his Vanwall at Rheims.

In the F1 *Challenge International de Vitesse* race, Luigi Musso in the sole surviving Ferrari came home the victor defeating the strong challenge from the Vanwalls and Maseratis; Collins, Hawthorn and Gendebien all falling victims to mechanical troubles. Stuart Lewis-Evans had led for 33 laps in his Vanwall until brake problems forced him to drop back, while Fangio retired near the end handing second place to Behra. Salvadori in the second Vanwall was fifth, and Brabham's Cooper also finished, as did the three British Maserati drivers, Horace Gould, Ivor Bueb and Bruce Halford.

Unfortunately there was a double tragedy in the F2 event which cast rather a shadow on the weekend. Herbert Mackay Fraser crashed on the right-hander up to Garenne, while Bill Whitehouse's car was burnt out near Thillois after somersaulting.

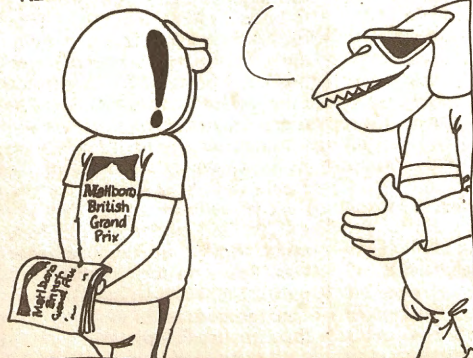
With Grand Prix cars in mind, AUTOSPORT eagerly looked forward to the British GP, that year being held at the Liverpool circuit of Aintree. Not only was it Britain's most important racing event, but it was made doubly important by being on this occasion the Grand Prix d'Europe, the most important of the season's *grandes epreuves*.

The likely winner? Juan Manuel Fangio in a Maserati was plumped for . . .

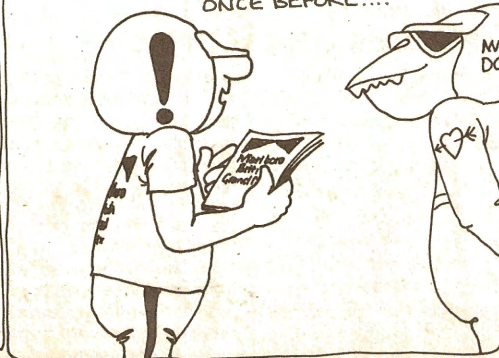
Catchpole

by Barry Foley

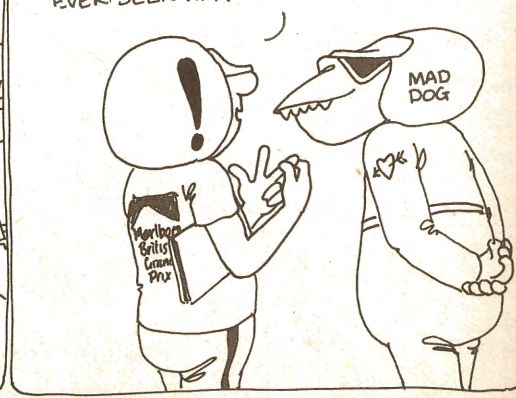
I HEAR THE AIR DISPLAY WAS GOOD, RED ARROWS, MARLBORO AEROBATIC TEAM — WAS THERE ANYTHING NEW?

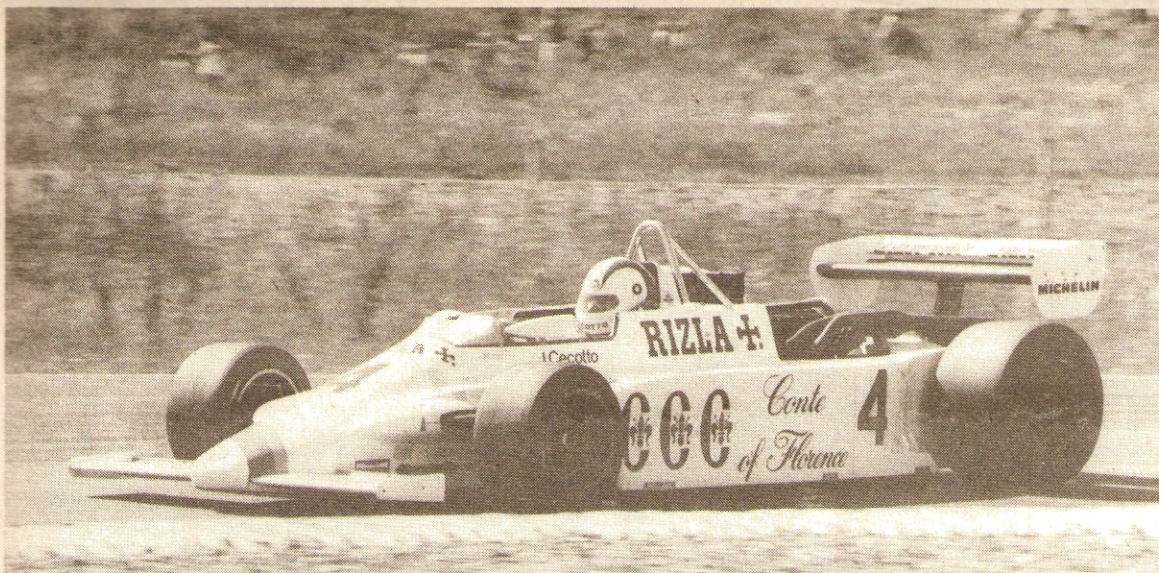


OH YES, THERE WAS AN OLD TWIN PROP JOB I HAVEN'T SEEN BEFORE, THE HARRIER JUMP-JET I'D ONLY SEEN ONCE BEFORE . . .



... CONCORDE, I'VE NEVER SEEN THAT FLYING BEFORE AND THE TOWEMAN — NOBODY'S EVER SEEN THAT REALLY FLY BEFORE.





By taking his third win of the season, and seventh for March, Johnny Cecotto moved into the Championship lead.

Johnny comes home

Cecotto wins and takes championship lead — Fabi crashes while leading — Michelin, March and BMW dominant — Palmer's big shunt — Spirits off the pace again — Report & photography: IAN PHILLIPS

The 55th lap of last Sunday's Swedish Formula 2 Grand Prix will probably haunt Corrado Fabi for the rest of his life — certainly it will for the next three weeks. Fabi, the championship leader, was leading the race being hounded yet again by his team mate and closest championship challenger Johnny Cecotto; in a moment of hesitancy which rapidly became misjudgement, Fabi's March-BMW made contact with a backmarker and his race was over.

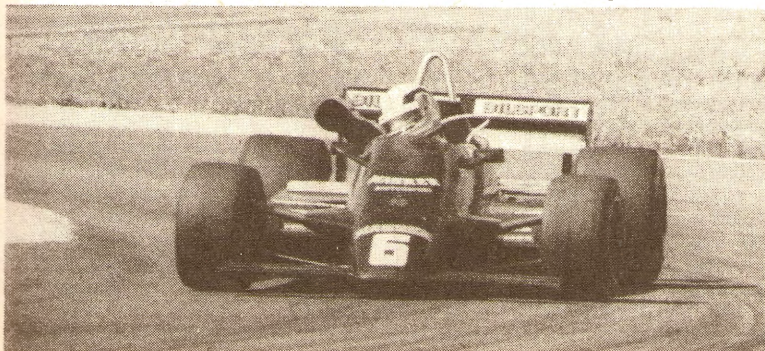
Out of the dust cloud emerged, luckily unscathed, Cecotto who'd driven a hard but sensible tyre-conserving race and who now just had to reel off the final nine laps to give himself a five point championship lead with two rounds to go. A reflection on the March's superb reliability as well as Cecotto's consistency is that having now scored in nine of the 11 rounds he now has to drop points and the prospect of him battling it out with Fabi at circuits in their respective adopted and natural homelands over the first two weeks of August is mouth-watering.

The March-BMW-Michelin combination was again in a class of its own although Philippe Streiff lead for a while in the AGS, having started from the front row. After harsh treatment at the hands of backmarkers he dropped back and had to contend with an inspired Beppe Gabbiani who moved his Maurer up from 10th to second at one stage before fuel pressure problems slowed him in the late stages and dropped him to third.

It wasn't a good race for the Honda powered cars. Kenny Acheson qualified a good third but had engine trouble from the start; Stefan Johansson dropped out of fifth place with a broken diff on the sixth lap and Jonathan Palmer had a frightening accident after a collision with Frank Jelinski's Maurer from which he was lucky to escape with no more than concussion and shock. Thierry Boutsen upheld the Japanese honour with fourth place, the Spirit team again unable to find their pre-Donington form. Nevertheless, the points finish keeps his championship hopes alive.

Christian Danner had his best ever F2 race and battled with Boutsen throughout and was justifiably pleased with his first points of the year, while in a race that produced a fair amount of decimation Pascal Fabre hung on to claim the final point in the second AGS.

Beppe Gabbiani drove his best race of the year, climbing from 10th place to third.



ENTRY & PRACTICE

After the horrors of the Swedish September climate experienced last year, it was indeed a pleasure to arrive at Mantorp Park bathed in sunshine for the second of their Formula 2 Grands Prix. Otherwise deprived of international motor sport, even on TV, the Mantorp promoters make a big effort to put on a good show and make everyone feel at home. Their endeavours certainly deserve support and success.

The short 1.94 miles circuit rates as one of the fastest F2 tracks on a par with Thruxton. It remained unchanged from last year and with the benefit of that one meeting's experience it was generally felt that the times would be considerably quicker, although this proved not to be the case.

It was interesting to note, although of no real significance, that the flying half kilometre speed trap on the drag strip, which formed a section of the main straight, produced slower figures than last year. Last year the Ralt-Hondas were clocked around the 225kph mark while the best seen this year was 223kph from the Spirit-Hondas during the qualification sessions.

Last year Corrado Fabi claimed pole position with a last lap effort in the works March, but this year he was setting the pace right from the start and the Roloil car was fastest in both sessions. Fitted with some small development tweaks, involving a new rear cross beam and aerodynamic aids, the works BMW-powered, Michelin-shod car looked perfectly suited to the demands of the circuit whose bumps were causing other manufacturers not inconsiderable problems. Through the two important quick fourth gear left hand corners, the March looked comfortable and fast. Fabi actually was not bubbling with enthusiasm for the car, particularly feeling that the balance could be further improved and that his pole time of 1m 9.40s set in the morning was not the fantastic achievement that everyone else thought it was. In fact on his final run on qualifiers during the afternoon sessions he looked all set to break into the eights, being nearly 2 secs quicker at what had previously been his 55s mark, only to find the final hairpin blocked by a stalled Minardi. His doubts about the car were confirmed when a soft rear damper was traced.

Having won four races already this year and having looked like winning perhaps three others, the young Italian is driving with confidence and conviction and there were many jealous glances from other drivers at just how easy it all looked. While they were clambering all over the kerbs and dirt and lurching over the bumps, Fabi was inch-perfect almost every-where, the March rarely straying from the designated line of asphalt.

Fabi's closest championship challenger, his team-mate Johnny Cecotto, had a brand new monocoque for this race, there having been a suspicion of rear-wheel steering during the past couple of meetings in his traditional race car although he, like Fabi, has not even damaged so much as a nosecone yet this season. With fourth fastest time Cecotto, lap record holder from last year, wasn't happy, his Q-tyre laps all having been spoiled by traffic, a serious problem for all the quick runners. "It was almost as if they were out there waiting for me," claimed the frustrated Venezuelan, who also had niggling brake and gear selection problems.

According to team watches, Christian Danner would have made it three works Marches in the top six but he had to be satisfied with seventh despite a bad set of qualifiers in the afternoon. The German was also suffering from an increasingly heavy bout of flu during the weekend but was generally doing a good job in the car, on which he did so much development during the winter.

Second quickest, and without a hint of complaint from anyone else, was Philippe Streiff in the leading AGS. Naturally he was full of praise for the Michelin tyres while a lot of credit should also go to Heine Mader as his latest BMW engine is obviously very strong, this being the best ever AGS dry weather grid position. Pascal Fabre was, as expected, somewhat slower but the team are handling two cars without any problems.

After the drastic improvement at Donington and a further encouraging test day at Goodwood, hopes were high in the Ralt-Honda camp but the confidence was dispelled on Friday with a wrong decision on springs, Ron Tauranac admitting to still being nervous of bumpy circuits after Mike Thackwell's Thruxton accident last year. However, when some corner times from the first session proved that the T-car set-up with the dual spring system was quicker than the single spring set-up originally chosen, Kenny Acheson was able to put the car right up at the front with a succession of hard but tidy laps in the afternoon session, which put him into the 9s bracket.

The Ralt team are certainly making a big effort on their chassis to make up for time lost early in the season, and their industry was earning the praises of the Bridgestone engineers who have had to soak up a good deal, and sometimes totally unjustified, adverse comment this year. With Acheson's usual race engineer Garry Thomas left at the factory for this meeting to draw up modifications to be incorporated in the fourth chassis, the race development was being alternated from car to car, leap frog style and had it not been for Friday's misdirection they would have arrived at the point where Acheson was able to show true form earlier and undoubtedly both cars would have gone quicker still. As it was, Jonathan Palmer was one step behind at the crucial time, running a different rear roll bar and higher skirts. There was a visible world of difference between the two chassis on the circuit, Palmer's car bucking into oversteer in alarming style. One moment in the afternoon, midway through the first corner, when the car went totally sideways at almost maximum revs in fourth gear, was particular-

ly spectacular especially as Jonathan kept his right foot hard down throughout the experience. Considering the way the car was, his ninth quickest time of 1m 10.33s was very good.

Fifth place is now becoming something of a tradition for Stefan Bellof and even without the services of Gustav Brunner — rumoured to have departed the team — the pattern did not change. With the times being so close he would certainly have been a place or two higher had not the rear suspension cross beam broken just as he went out on his final set of qualifying tyres in the afternoon.

In the second Maurer, Beppe Gabbiani appeared to have his mid-season blues back again in the first session but despite what he considered to be a tired Heidegger BMW in the afternoon he hauled himself up to respectability and just ahead of third team member Jean-Louis Schlesser. The Frenchman made a point of being the first out onto the circuit, which like both his team-mates he'd never seen before, in all the official sessions, and out on the circuit he looked good, although surprisingly this wasn't reflected in his times. A fresh Mader engine replaced the well-used Rosche unit on race morning and Schlesser was full of confidence again.

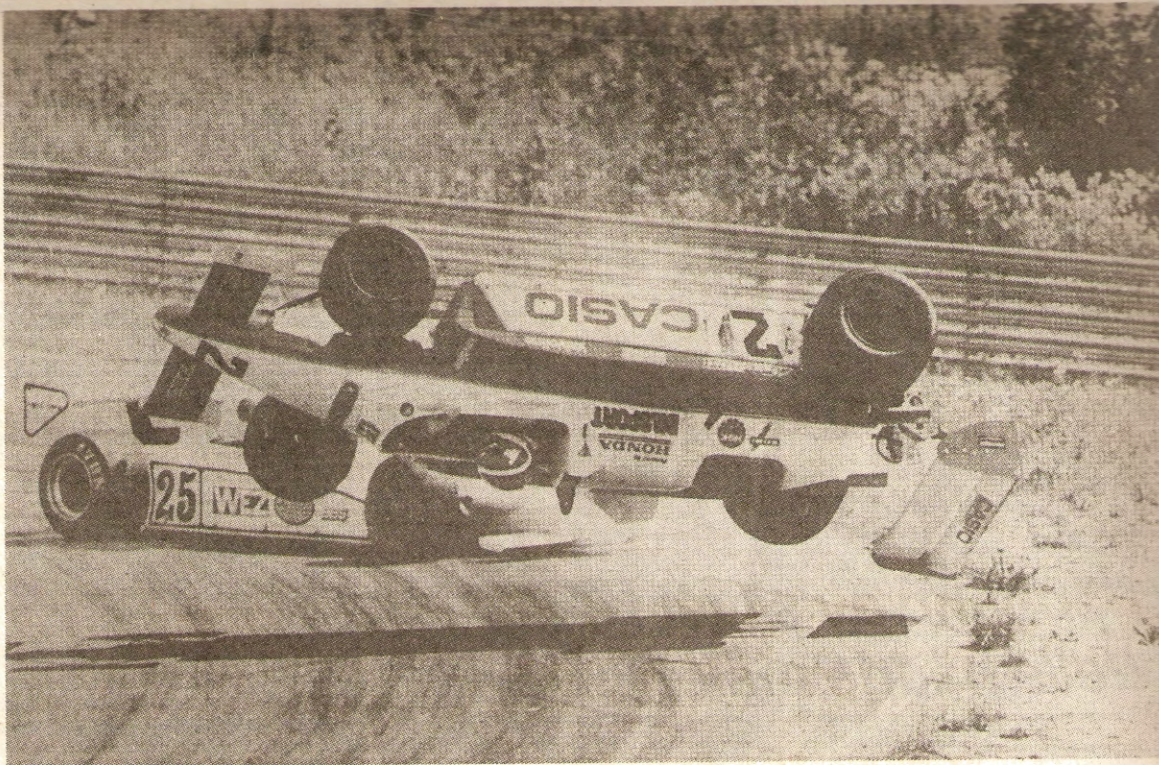
On all previous team-by-team grid reviews this year we've had to start with the pole winning Marlboro Team Spirit. However, for the second successive meeting they were fifth in line, Stefan Johansson leading their challenge in sixth place, with Thierry Boutsen eighth. "Lack of grip" was the generalisation of the two drivers in explaining or excusing their performance which for everyone concerned was as disappointing as it was frustrating. Both drivers certainly deserved a big E for effort though.

Back to back tests at Brands and Snetterton showed that an unchanged chassis was fine on mid-season tyres but a totally different proposition on the latest generation Bridgestones which the Ralt team have quickly adapted to. The Spirit team also had the use of the Bridgestone cross-ply tyres which have recently proved so effective in Japan. With an already too large a choice of radials to choose from, it wasn't an altogether popular decision to run Thierry Boutsen on these tyres, even though they had proved quicker at Snetterton (although not as quick as Johansson on radials). "They certainly improve the turn-in capabilities," claimed Boutsen who is now the only man who can salvage the championship title for the Japanese.

After a season of disappointments, sixth place at his home circuit was another chapter in the continuing saga for Johansson. Undoubtedly, though, he would have had the time to match his inspired driving had not a rear shock absorber mounting on the gearbox casing broken early in the second session which meant that he had to switch from the new, tight chassis number four to the tired old T-car which he had been forced to race at Donington. With his race car refuelled for Sunday morning, he gave his multitude of fans something to look forward to with the quickest (tyre blistering) warm-up time and you got the feeling that much of the worry and pressure brought on by the last meeting and a half would melt away with a strong race showing.

While Johansson tried and politically rejected the new Bridgestones, Thierry Boutsen stuck with them and had to go through the process of adjusting the gearing and cambers to suit, a process which wasn't helped by a clutch problem in the morning. Like Johansson he too was putting every ounce of effort into his performance, which produced spectacular if not quick oversteer tendencies in just the place where he didn't want it.

Alessandro Nannini was well into the top 10 with his M&H shod Minardi after the first session but the team's decision to leave the car alone and just throw tyres at it in the afternoon proved a costly one



An intense battle between Frank Jelinski and Jonathan Palmer ended like this. The Englishman escaped unhurt after his Ralt-Honda several times before coming to rest upside down with its roll-hoop broken. Photo: Jan Christer Persson.

QUALIFYING

Corrado Fabi (I)	March-BMW/Rosche 822	1:09.40	1:09.68
Philippe Streiff (F)	AGS-BMW/Mader JH19	1:10.17	1:09.85
Kenny Acheson (GB)	Ralt-Honda RH6/82	1:11.36	1:09.96
Johnny Cecotto (YV)	March-BMW/Rosche 822	1:10.34	1:10.06
Stefan Bellof (D)	Maurer-BMW/Heidegger MM82	1:10.23	1:10.09
Stefan Johansson (S)	Spirit-Honda 201	1:10.18	1:10.71
Christian Danner (D)	March-BMW/Rosche 822	1:10.36	1:10.22
Thierry Boutsen (B)	Spirit-Honda 201	1:10.90	1:10.29
Jonathan Palmer (GB)	Ralt-Honda RH6/82	1:11.02	1:10.33
Beppe Gabbiani (I)	Maurer-BMW/Heidegger MM82	1:11.88	1:10.48
Jean-Louis Schlesser (F)†	Maurer-BMW/Rosche MM82	1:11.08	1:10.77
Alessandro Nannini (I)	Minardi-BMW/Mader FLY 281B	1:10.80	1:11.20
Paulo Barilla (I)	Minardi-BMW/Mader FLY 281B	1:11.11	1:11.05
Pascal Fabre (F)	AGS-BMW/Mader JH19	1:12.73	1:11.06
Frank Jelinski (D)	Maurer-BMW/Mader MM82	1:11.82	1:11.26
Jo Gartner (A)	March-BMW/Heidegger 822	1:12.21	1:11.62
Roberto del Castillo (I)	Toleman-BMW/Heidegger T850	1:12.38	1:11.63
Eje Elgh (S)	March-BMW/Mader 822	1:11.75	1:12.06
Guido Dacco (I)	March-BMW/Mader 822	1:11.96	1:12.52
Thomas Kaiser (S)	March-BMW/Mader 812	1:12.32	1:12.20
Cliff Hansen (USA)	March-BMW/Mader 822	1:12.44	1:13.71
Oscar Pedersoli (I)	March-BMW/Mader 822	1:13.70	1:13.00
Aldo Bertuzzi (I)*	Minardi-BMW/Mader GM75	1:17.65	1:18.61

*Did not start, outside 110 per cent qualifying
†Used Mader engine for race

and with the very untidy Barilla improving just a shade they found themselves with 12th and 13th positions and ruined undertrays.

Frank Jelinski was again trying hard on the Avon-shod Schafer Maurer but he was again going to have to wait for the race to find his true position, the qualifiers again not proving to be of any gain. Fellow Avon runner Roberto del Castillo, in the single San Remo Toleman entry, was among the top six quickest through the speed trap but this wasn't reflected in his lap times.

The March privateers were not in contention this week, Jo Gartner having the most miserable time with the appallingly prepared Merzario car (which wasn't helped by a skirt damaging spin in the first session), while Eje Elgh took over the Hotz car for a one-off home race and went the wrong way on settings in the afternoon, having spent the morning sorting out a new range of Dunlop front tyres.

Guido Dacco's speed on his Dunlop-shod Merzario surprised a few. Thomas Kaiser's hopes of a good showing at home were dashed with a spin early in the second session from which he couldn't

restart; Cliff Hansen was finding the lack of an experienced team-mate something of a handicap in his efforts to get to grips with the competitiveness of F2, while Oscar Pedersoli obviously preferred the Swedish night life to the racing. Aldo Bertuzzi got cold feet at the sight of the quick corners in his Dacco Minardi and again failed to qualify.

RACE

With the sun burning down hotter than at any other time during the weekend, the drivers were faced with a tough prospect, 65 laps and possibly 80 minutes of racing in one of the longest races in the calendar.

With his fresh rear damper Fabi was happier with his car than at any other time during the weekend as he took up his first pole position of the season (well aware that nobody yet this year has won from the pole).

Fabi got it just right as the lights flashed green and led the initial drag to the first corner but he wasn't going to have it all his own way. None other than his team mate Cecotto was up there with him trying to go round the outside! For a moment or two it all looked just a bit too close as two Marches vied for the lead and in a well

executed and determined move Cecotto moved for the inside going into the next long right-hander and Fabi had to give way. As they approached the first chicane there was a fair bit of pushing and shoving going on and Fabi let Streiff through too, plumes of brake smoke from the AGS suggesting that direction was needed at this point.

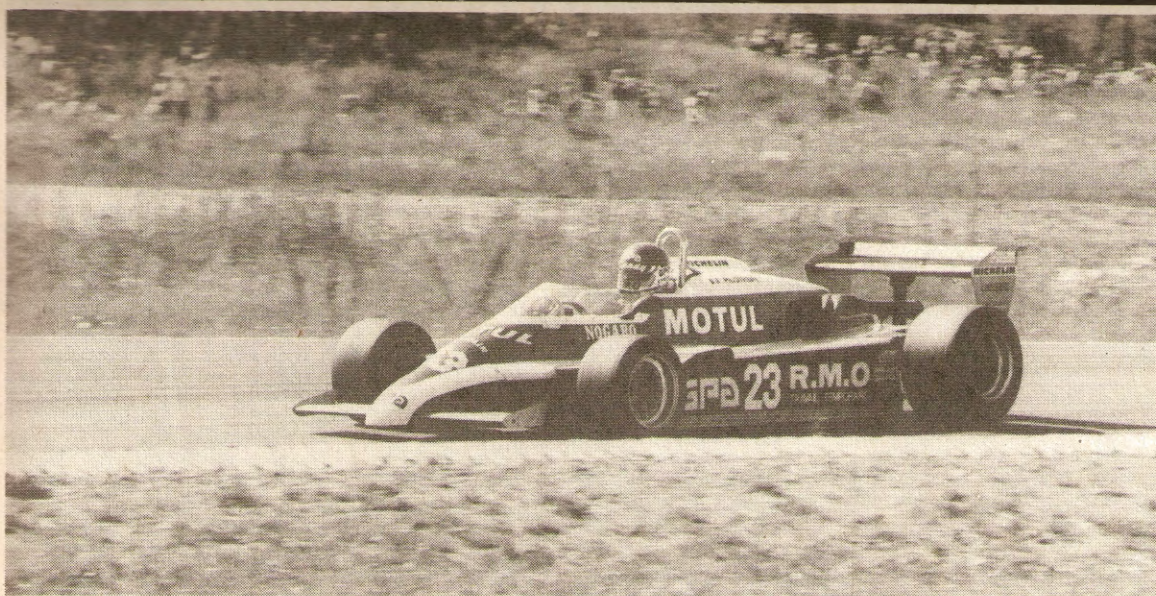
At the end of the first lap it was Cecotto from Streiff, Fabi, Bellof, Johansson, Palmer, Acheson (his engine already flat and allowing everyone to fly by on the straight), Boutsen, Gabbiani, Schlesser, Barilla, Danner, Fabre and Jelinski etc.

For a couple of laps things remained static at the front but Streiff moved up closer to Cecotto and left Fabi a little. At the end of lap 3 the lanky Frenchman was leading a Formula 2 race for the first time. Cecotto found his March understeering just a shade too much for his liking and, mindful of the length of the race, decided to drop his pace to conserve the tyres. Streiff immediately opened up a couple of seconds lead while Cecotto had about the same advantage over Fabi. Bellof was in tow and with Johansson's disappointing retirement on lap 6 with differential failure, this Michelin shod quartet were now well clear of the rest.

Charging up into fifth place was Gabbiani who found that by taking off most of the downforce he was able to fly past the group headed by Palmer with Boutsen crawling all over him, then a short gap to the luckless Acheson. An inspired Barilla had Jelinski all round him looking for a way through which he found on lap 8 just one lap before Acheson stopped to have his problem investigated. A broken valve was diagnosed and so he was out. Two laps later Barilla joined his team mate in retirement when his gearbox failed, Nannini's diff having failed on the fourth lap.

After 12 laps it was Streiff from Cecotto, Fabi, Bellof, a closing Gabbiani, a very distant Palmer hounded by Boutsen, Jelinski, Danner and Schlesser. Fabre was next up all on his own as Elgh, who had climbed through the field well, switched off when he heard nasty noises from the engine on lap 11.

Nothing much was happening up at the front, occasionally Cecotto would close the gap a little on Streiff but still worried about his understeer he opted to just tag on for the moment with Fabi sitting in an ominously comfortable third. ▶



No trouble for Streiff, who had a good weekend for AGS, qualifying and finishing second.

F2 EUROPEAN CHAMPIONSHIP 11 MANTORP PARK

Streiff's impressive laps of glory were ended for him by one of the many nuisances at the back of the field. The AGS has never been very quick in a straight line and here was no exception and as he was blocked badly his lead evaporated and Cecotto was back in front again as they braked for the corner at the end of the main straight. Fabi seeing all this go on immediately closed up on Streiff, or at least as quick as the traffic would allow him to, and on lap 23 he was into second place and looking hungry.

By now Gabbiani was up to fourth, Bellof's left front tyre giving him problems and causing him to slacken his pace for a lap or two at a time as he tried to conserve the rubber.

By far the best battle was over sixth place which Palmer still held. Jelinski was obviously the quickest of the bunch and had disposed of Danner and Boutsen. For three laps he scrambled all around the Ralt and it has to be said that what happened going into the long right-hander at the start of the 23rd lap was almost as inevitable as it was frightening. Stating the case blandly, Jelinski dived for the inside and the two cars touched. Palmer's Ralt barrel rolled three times and ended up against the barrier upside down, very badly bent with the roll-over hoop broken. Nobody other than Jelinski went to his aid for far too long a time.

Eventually Palmer was extricated and taken off to hospital with thankfully no more than a very severe headache.

The drivers who had a very close view of the action, Boutsen and Danner who were merely a length or two behind, were sure that Jelinski had the right to the corner and that Palmer came back into him and rode across the Maurer's front wheel. Jelinski too was sure this was the case and certainly there was a large tyre imprint just behind his left front wheel. Although Palmer had regained consciousness in hospital he had no recollection of what happened when Acheson and Ron Tauranac went to see him shortly after the race ended.

Going into the second half of the race it was Cecotto in front by a couple of seconds while Fabi was still towing the persistent Streiff around, the pair of them having untold trouble with the back markers — there being little evidence of blue flags. Gabbiani looked as though he was going to catch the pair but part of his carbon fibre wing mounting broke and the aerofoil was flapping around in the breeze more so than usual and his pace

dropped. Even so he was by now well ahead of Bellof whose on-off laps, trying to keep his left front tyre intact, were dropping him well down. Battling hard over the final points places were former March team mates Boutsen and Danner, the Belgian finding that the new Bridgestones were not the answer to the general malaise of the Spirit performance and although he had the edge on the straights over Danner's March the German, who was driving especially tidily, was giving him a hard time in the corners.

Fabre was plodding on at his own particular pace well down in eighth while poor Schlessler was having to cope with a flatter and flatter sounding engine.

Dacco's prodigious straight line speed was giving him his best race ever and he was ahead of the desperately unlucky Gartner whose fresh-for-the-race Heidegger had no power at all and by half distance he had been lapped and was only ahead of del Castello, who'd spun once, Kaiser, who had lost two gears, and the wildly understeering Hansen who'd also spun.

The second half of the race, while never being dull, contained little in the way of positive action and all of it involved the three works Marches. As the championship leaders again looked all set to give the team another one-two, Danner's efforts to get past Boutsen took on a new significance: if Fabi took the lead, as he increasingly looked like doing, and Danner was to take sixth place from Boutsen, then the March-BMW-Michelin combination would have wrapped up the championship. Danner actually got past Boutsen for a couple of laps when the Belgian was badly baulked but in his efforts to break away Christian made a big mistake getting wide onto the dirt out of the first corner in a very hairy moment. Boutsen was through again in a flash and that effectively ended Danner's challenge as his tyres picked up all sorts of excrement and from then on he was struggling a bit.

At about the 40 lap stage Fabi, who had studiously avoided the kerbs early on, started to put the pressure on Cecotto and followed him over the concrete at the chicane especially ("practicing for Enna"). The March machine was in full swing, Streiff's challenge having been effectively ruined by yet another back marker and the AGS was now some way behind.

While Fabi was more than happy with his car, Cecotto was getting increasingly worried about his understeer problem and his front tyres which were now starting to vibrate. After Fabi closed the gap he was soon able to slip by. Corrado was happy to open up a lead of a second and a half or so "sure I could have gone quicker but I wanted to conserve the car"

while Johnny was happy to sit behind at that distance "ready to make a big effort at the end." The two team mates and championship leaders are close friends as well as rivals and this race, as at Donington, was building up to a frantic climax, neither driver prepared to give an inch in his championship aspirations.

Sadly it all came to a dramatic and premature end with just ten laps to go. Cecotto had closed the gap to Fabi just a little and the leader found himself coming up to lap Kaiser as he came out of the first corner. The Swede was minus second and fourth gear and one of the throttle return springs, so was in all sorts of trouble and obviously not going very quickly. Fabi admitted that perhaps he was a little too slow in deciding to overtake him and then suddenly found himself looking right at the back of the gearbox of a car which was slowing for the corner earlier than expected. Cecotto who was hammering on for all he was worth was pulling along-side and instantaneously Fabi was faced with nowhere to go but for the non-existent gap on the inside of Kaiser as they turned into the corner. He put two wheels into the dirt in a desperate and wholly uncharacteristic move and the calm was broken by a big cloud of dust and a wheel flying through the air, as the old and new Marches made contact. Somehow Cecotto emerged from the cloud unscathed and now in a comfortable and unchallenged lead of the race and potentially the championship once more. Half a minute or so later Fabi emerged from the ditch with the right rear wheel at a crazy angle while Kaiser was left embarrassed in the dirt.

Naturally upset afterwards, Fabi was more than refreshingly honest over the incident. "It certainly wasn't Kaiser's fault, the poor man had probably been driving the whole race looking in his mirrors because there weren't any blue flags and obviously I didn't know he had a problem. I was caught out by him slowing so early for the corner. He left room for me to go to the left but by the time I realised what was happening Johnny was alongside me. If I would have gone to left I would have hit Johnny and if I would have gone straight I would have hit Kaiser so I went for a half tarmac and half grass gap — it was my only chance. Maybe Kaiser moved over a bit but I took the risk and my luck was against me".

Kaiser was of course distressed by the incident. "You know I was only continuing to go round because I saw that both Eje and Stefan were out early and it was important that there was Swede in the race even though with my problems I was very slow. I saw him coming and left plenty of room on the left side. I am sorry it happened of course but there was nothing really I could do."

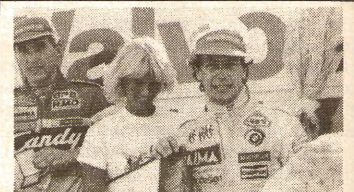
So it was left to Cecotto to run out the final laps at a pace whereby he wouldn't strain his equipment any further, there being a 25secs cushion to Streiff. It was a race he had desperately wanted to win and one which he drove to win from the moment he stood the car on its rear wheels at the start. On present form he and Fabi are likely to be battling 1-2 in the final races and if the cars remain as reliable as they have been, his new five point championship lead could well be the deciding factor.

Streiff was justifiably pleased with his second place but admitted to being a bit lucky to have finished. He made a mistake while chasing Gabbiani, which saw the AGS slam into the guardrail on the main straight bending the nearside wheels quite badly: "I thought I must get a puncture at some stage but luckily it held out to the end."

Gabbiani passed the Frenchman on lap 39 and held second place for five laps but exiting the accident strewn long right hander five laps from the end the Maurer died momentarily as the fuel pressure zeroed and Streiff was on hand to take maximum advantage and Beppe, who'd driven perhaps his best race of the year, was unable to get back on terms by the end.

In the confusion of the Fabi incident Bellof had disappeared too, having hastily switched off when the oil pressure warning light flickered on the main straight. Into what had become fourth place came Boutsen, having struggled manfully throughout with his obviously less than perfect car. If the admittedly short time available for circuit work prior to Enna in a fortnight recaptures the Spirit speed then the Belgian's hopes for the championship which so narrowly eluded him last year might become a reality once more.

"A great weight off my heart" was how an elated Danner described his feelings at finally having finished a race in the points. He's often threatened it this year and this time he finally got what he had richly deserved for it was a good drive.



Mantorp Park (S) European Formula 2 Championship round 11 July 18

62 laps, 203.125kms

1. Johnny Cecotto (March-BMW 822), 1h 18m 28.4s, 96.50mph;
2. Philippe Streiff (AGS-BMW JH19), 1h 18m 53.8s;
3. Beppe Gabbiani (Maurer-BMW MM82), 1h 18m 58.1s;
4. Thierry Boutsen (Spirit-Honda 201), 1h 19m 29.11s;
5. Christian Danner (March-BMW 822), 1h 19m 31.8s;
6. Pascal Fabre (AGS-BMW JH19), 64 laps.
7. Jean-Louis Schlesler (Maurer-BMW MM82), 64 laps; 8. Guido Dacco (March-BMW 822), 63 laps; 9. Cliff Hansen (March-BMW 822), 62 laps.

Fastest lap: not given

Retirements: Roberto del Castello (Toleman-BMW T850), 57 laps, engine; Stefan Bellof (Maurer-BMW MM82), 56 laps; oil pressure; Corrado Fabi (March-BMW 822), 55 laps, accident; Tomas Kaiser (March-BMW 812), 52 laps, accident; Jo Gartner (March-BMW 822), 41 laps, engine; Jonathan Palmer (Ralt-Honda RH6/82 H), 23 laps, accident; Frank Jelinski (Maurer-BMW MM82), 23 laps, accident; Oscar Pedersoli (March-BMW 822), 23 laps, broken suspension; Kenneth Acheson (Ralt-Honda RH6/82H), engine; Eje Elgh (March-BMW 822), 12 laps, engine; Paolo Barilla (Minardi-BMW FLY281B), 11 laps, gearbox; Stefan Johansson (Spirit-Honda 201), 6 laps, differential; Alessandro Nannini (Minardi-BMW FLY281B), 3 laps, differential.

Autosport

The Autosport Mower Team would like to thank the following:

ROTHMANS **DUCKHAMS** **ALABASTER PASSMORE**
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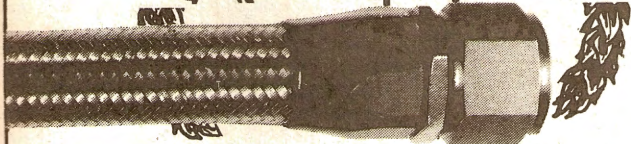
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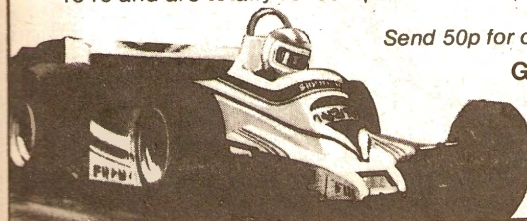
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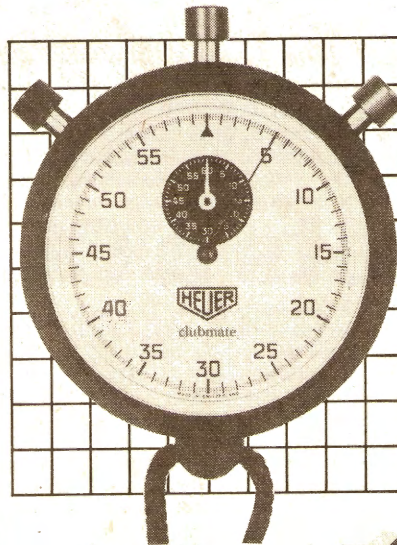
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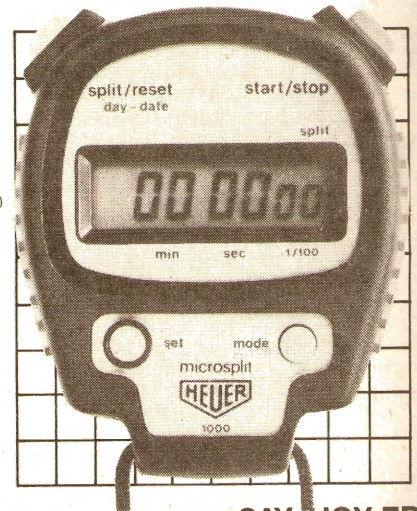
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Pentti Airikkala joins the Mitsubishi team for three events during the rest of the year.

Pentti gets a Colt

The Colt Car Company have confirmed that Pentti Airikkala is to join the team for three appearances in 1982. There will be two Colt Lancer Turbos entered on the 1000 Lakes rally next month, Sanremo, and the final round of the 1982 World series, the Lombard RAC Rally in November. Anders Kullang — who has undertaken virtually all the development programme — will be the other driver.

"Obviously I am delighted that I will join the team," commented Airikkala, "and although I have not driven the car I am quite excited with the prospects. For me, Mitsubishi is a technically minded company; they have been working with turbochargers for a long time and microchips are a vital part of the car's systems. That shows the way they think, and the future is quite interesting."

Only recently Mitsubishi were denying that they would be involved in international rallying this year, maintaining that a development programme would be continued without public appearances.

It seems now however, that instead of the European base the cars will be prepared in Japan and everything will be transported for events.

"Juha Piironen will partner me on these events; he is very good and has

done many events with Antero Laine. I am going to meet Mitsubishi very soon and I will discuss other appearances. I very much favour doing at least one small event before the RAC Rally at least.

"It would be nice to do the Manx as well because that would give some practice for Sanremo, where there is still quite a lot of asphalt."

The cars will still run on Yokohama rubber, which received considerable praise from Anders Kullang after a recent test session and Airikkala has also been impressed with Yokohama's enthusiasm for the project. The first chance that the British based Finn will have to drive the car and sample Yokohama's latest products, should be in Finland when early testing for the 1000 Lakes is completed. "I don't think the work will affect my contract with Ford as their car is not competing yet," added the Finn.

Pentti has actually been quite pleased with his progress during this season, as he started the year with virtually no drives at all. Outings in Britain, Belgium, South America and most recently South Africa have left him impressed with the individual private teams, although success has often eluded him.

"Always there has been a nice atmos-

phere with the teams and we have given good drives before there has been trouble." The most recent drive with an Ascona 400 left him impressed with the Opel.

On the opening stage — on his first drive in the car — he was only 1 second behind the fastest time and at the end of the first day he was second fastest. Punctures, broken ignition packs, and a broken gear lever left their mark before retirement however.

Airikkala has actually just returned from a period in America trying to settle drives for the 1983 season: "It's quite good over there and there are three possibilities; I have to wait now and see. It is likely that in the next three years America will become a major place in rallying; they sell lots of cars over there and at the end of day they must have rally teams, although at the moment here is really nothing at all."

The developments over the last few weeks have proved something of a contrast to the start of the year when Pentti Airikkala spent hours in dynamic form on the Mintex only to retire and spend long hours looking for sponsorship and hoping for a telephone call which would offer him the next drive.

McRae to win Euro title?

The 1982 European Rally Championship is poised for a thrilling second half to the season, with the very real chance that a British driver will scoop the major honours. Jimmy McRae is currently in third place in the series, behind Antonio Zanini, and "Tony", but he has only scored from five events, and can count everything earned on the next three rallies.

A driver counts his scores from eight events, and McRae is now aiming to be the first British driver to take outright honours since the series started in 1953. Vic Elford won the Group 3 category in 1967 (when the championship was split according to Groups), but no-one has ever taken the title outright.

McRae, with co-driver Ian Grindrod, will next appear on the Volta Madeira where they will use the Boleyn Cattini Ascona 400 with financial support from Shell and the GM Dealersport committee. Most of the points earned in the effort so far have been achieved by this team, while additional points have been gathered as a Rothmans team driver on outings which have been included in the British Open programme. They included the Scottish and the Circuit of Ireland.

Rothmans have not assisted financial-

ly on other occasions, and currently do not plan to help McRae later in the year, outside their contract. Those outings will be the Halkidikis and Cyprus events later in the year, both of which will be crucial to the championship challenge. They are both coefficient 4 events, over loose surfaces where McRae and the Opel should have a good chance of success.

But the confrontation at the beginning of next month in Madeira will be equally vital, as it is increasingly likely that all three leading drivers will now start the rally. Andrea Zanussi should arrive with a Lancia Rally (keeping his Fiat 131 for Halkidikis), while "Tony" will again field his Ascona after announcing that he is to maintain his effort until the end of the year. He will also contest Halkidikis and Cyprus.

"It's going to be a difficult rally," commented McRae at the beginning of this week, "as Madeira is full of tight twisting mountain roads, and the Lancia will be well suited. We must aim to do well on the next three events and then see what else we have to do to get the championship."

"It was unfortunate that we could not do Hunsruck," he continued, "but now we must make the most of what's left. On the two events with Rothmans, I will drive the car which appeared on the

Scottish and for the Manx International I will have a new Ascona 400."

That event will be doubly important for although it is only a coefficient 2 round of the Euro series (and the Tour de France — coefficient 4 — takes place at the same time) it does of course see the final battle for the British series between McRae, team mate Henri Toivonen and Hannu Mikkola.

"We may do Antibes in the middle of October depending on the results over those earlier events; it's a loose event mostly with some of the famous Monte tests included. And if things demand it we could go to Algarve, although obviously these would be outings with the Boleyn Cattini car, and we would have to find the money for the events."

European Rally Championship

Positions after the Hunsruck Rally

1, Antonio Zanussi (Lancia/Fiat 131)	264
2, "Tony" (Opel Ascona 400)	254
3, Jimmy McRae (Opel Ascona 400)	203
4, Stig Blomqvist (Audi Quattro)	160
5, Jochi Kleint (Opel Ascona 400)	140
6, Marc Duez (Porsche 911)	132

Toivonen's 1000 Lakes

Henri Toivonen will definitely contest his 'home' international, the 1000 Lakes Rally next month. Sponsors Rothmans, have confirmed that his Opel Ascona 400 will start the rally, although because of tobacco advertising restrictions the car will run without the company name. Co-driver will be Fred Gallagher as usual, and when he returns from holiday in America the pair will spend most of the month learning the course in great detail. The drivers memorise all of the competitive stages.

It now seems unlikely that the World Championship leader — team mate Walter Rohrl — will get to Finland. He never believed it would be possible to take a top place against the Finns on home ground, and following the Audi disaster in New Zealand, it seems even less likely that he will make the trip.

New class

Our story last week (AUTOSPORT, July 15) about the lack of a class for 1300 to 1600cc cars in Group A on the forthcoming Rothmans Manx International Rally has produced results. It appears that enough people contacted Manx Auto Sport to express their support for the inclusion of such a class that their wishes have been granted.

It would also appear that a similar situation has arisen within Group 2 where there is no class for 1300 to 1600cc cars. It seems possible that an additional class could now be formed to cater for such vehicles.

New safety measures

Ari Vatanen's exclusion on the Welsh Rally for taking a wrong turning on the Epynt ranges that was allegedly not blocked has resulted in major rule changes being proposed by the RAC MSA at a recent Rallies Committee meeting.

These changes will have an effect on the organisation and safety of rallies in the immediate future and many of the points discussed at the meeting will appear as new regulations in the next issue of the 'Blue Book.'

It will now be mandatory to supply competitors with diagrams or sketch maps of stages. Many organisers already supply such information but there have been complaints by both competitors and officials alike that without the mileage between junctions being included, this information is of little practical use. The RAC MSA have declined to insist that this be supplied, suggesting that a numbering or lettering system of indicating junctions is also an acceptable method.

As a direct result of the Vatanen incident all junctions that lead from rally route on tarmac stages will be required to be both physically and visibly blocked, something which is not required at present.

All events will soon be required to use the standard International control signs and the latest newsletter gives specific details of the placing of these boards within the flying finish area. Warning signs should be placed on both sides of the track and International events are now required to provide count down boards between the flying finish and stop line.



Russell Brookes went to the Hunsruck at the weekend and took third place. Now for the 1000 Lakes Rally.

Brookes heads abroad

Russell Brookes debuted his new Andrews Heat for Hire Chevette HSR at the weekend in fine style with third place on the Hunsruck Rally in Germany. The car was completed just before the start, and Brookes — with co-driver Ronan Morgan — was immediately on the pace. "We were never going to look at Demuth's Quattro," commented Brookes, but we were as quick as the conventional cars and the new Vauxhall was a real credit to the guys at Blydenstein Racing.

"I did the event some years ago, but it has changed a lot since then, and it's now a practice event. We had two days practice allowed which meant there was no time for tyre testing — it was tight enough getting round all the stages.

"We actually used Michelin tyres but only took racers and TRX, neither of which were perfect for the surfaces. We got three punctures on one stage and with only one spare we had to carry on and that broke the axle.

"Luckily it seized at the finish of a later stage and we were able to go straight into service, to change the unit."

The result actually moves Brookes into second in the West Euro Cup, behind the Belgian driver Jean Louise Dumont. There are now three events still to run in the series (the Manx, the rally du Vin, and the Krin Arxweiler which clashes with the RAC).

"If we can get the money, then I would like to go to Switzerland for the du Vin, and perhaps we could win the championship," continued Brookes.

In fact the next foreign event for the Inkbarrow driver will be the 1000 Lakes.

Experimental class for Tour de France

The Tour de France again clashes with the Rothmans Manx International this year, with a six day format which takes competitors from Paris to Nice. Support has come from L'Equipe, the French sporting newspaper, Peugeot, Air Inter — and Rothmans.

But the Rothmans involvement is in support of a new category for prototypes which do not conform to current vehicle regulations. This is the first time that an event qualifying for a FISA Championship (the Tour is a coefficient 4 round of the all-important European Championship) has permitted an "illegal" class, although the Circuit of Ireland organisers considered running such a class at Easter.

The organisers are apparently not keen to attract the racing sports cars

which used to blast their way around the country, but rather rally cars not yet fully homologated. The idea proved successful — again — on the recent Mille Pistes Rally where Citroen and Opel fielded official teams.

Contestants in this special class will not be required to complete the entire route for the official event, but just one lap of certain sections, predominantly over asphalt. The organisers are actually trying to cut the loose surfaces in the main event and there will now be 27 special stages over 661kms.

The rally leaves Paris on September 17 heading through Macon and Lyon, then moving west to Cahors before doubling back to Marseille and the finish in Nice on September 22.

1983 Gulf challenge

After a couple of development seasons, the Gulf Rally Association has proposed an important new Challenge for the forthcoming season, starting in November this year. For the first time all five member groups will stage a round of the series, and as the events take place during the cooler months of the year, they will fall at roughly monthly intervals.

The Association has deliberately brought the series closer to FISA regulations; their aim is to achieve a FISA Middle East Challenge in the near future. While catering for cars in the officially recognised Groups, the more exotic, specialist vehicles including Jeeps and Daihatsus will be allowed to compete on individual events.

Sponsorship deals for the series and the individual events are currently under way and an announcement is expected soon. David Richards, who has done a great deal to develop the sport around the Gulf will again be involved, and the Association are confident that some factory involvement will be evident during the Challenge.

The first event is in Oman, (November 3/5) followed by Dubai, Qatar, Kuwait, and Bahrain ending the series over the weekend of March 17/18, 1983. A new ferry service around the Gulf is expected to ease the transport problems which have previously affected competitors. Further information on the series is available from the Gulf Rally Association, PO Box 1690, Dubai, UAE.

Briefly . . .

● Peter Ripley, who had been supported this year by Team Toyota GB (to a certain degree) will take his Group 2 Celica GT to Belfast at the beginning of next month to contest the Belfast Telegraph Ulster Rally.

Ruth takes the prize

Ruth Hillier recently continued her low key foreign effort on the CS Rally in Spain, and walked off with the Ladies award — despite the fact her co-driver was Mr Keith Morris! Ruth was using a Ford Escort RS 2000 prepared to Group 1 specification (but obviously running in Group 2) and quickly noticed the difference from her ageing Peugeot Coupe.

"It was a lot better than the Coupe over all conditions. The Escort was in tarmac form for the rally, and I really enjoyed driving" she enthused. "I don't suppose I was driving it as well as I should have been, but we got eighteenth place overall and that was the reason we went — to get experience."



Ruth Hillier.

Ruth had planned to take another girl for the rally, but when she could not find anyone, Keith Morris — who she met on the Safari Rally which Keith contested with the club Toyota team — stepped in.

"I am planning a few more events for the Escort," continued Ruth, "and maybe we will use the Peugeot again, I'm not sure. I prefer the loose surface events, it's a lot more exciting so perhaps we will go to Halkidiki in Greece. We may go back to Spain for an event in September, where the organisers have been very helpful. I want to do the Algarve Rally in November as well but I don't know what in."

Bartelski at last

Konrad Bartelski is expected to make his rally debut next month on the Halkidiki Rally, the European Championship event in Greece. The world championship downhill skier has undergone a thorough period of "training" which actually started on the Manx International Rally last year.

On that occasion he was a spectator, but there followed tuition behind the wheel from Brian Culcheth and several appearances at events in a variety of roles, driving a chase car — or even as on the Acropolis recently — working as a mechanic with one of the service barges.

This thorough preparation period has left Bartelski anxious to get into competition; "I really want to get into a car now, although obviously you are never exactly sure how it will all turn out until someone drops the flag and the competition begins."

Also on the Halkidiki event, which starts on August 24 will be Jimmy McRae, with his Rothmans Opel, maintaining his bid in the Euro series.



Malcolm Wilson and his wife Elaine (nee Wright) after their marriage last week in Carlisle with transport for the day. After the formalities, the couple left courtesy of this Rolls Royce 20HP, and planned a honeymoon in Spain.



With a win on the Esso Border Counties Rally, Ken Wood has clinched the Scottish title with two rounds still to go.

Wood's Scottish title

By winning the Esso Border Counties Rally at the weekend, Ken Wood has clinched the Esso Scottish Rally Championship with two rounds still to go. Wood has scored on each of the seven rounds that have taken place and must now begin to drop scores. His win on the Esso Border Counties Rally means that he has amassed 101 points and holds a massive 42 point advantage over second placed Wilson Girvan. There is no-one in a position to catch the driver of the Golden Wonder supported Triumph TR7 V8.

Although the overall title has been settled, the battle for the remaining placings is wide open, with only 17 points separating Girvan from sixth placed Robin Christie. In between are Bruce Lyle, last year's champion Donald Heffie and Doug Riach.

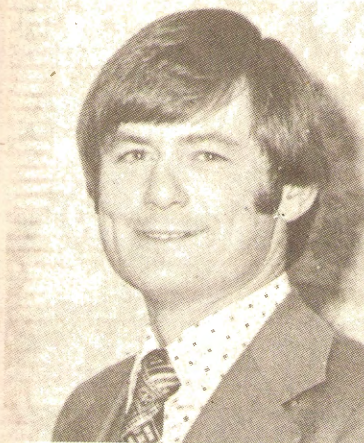
The Division two title is also very open with just one point between current leader Colin Aitcheson and second placed Hugh Munro. There are three rounds left in this division and therefore,

although these two have a clear lead, the rest of the top six are all capable of making up the deficit.

Esso Scottish Rally Championship Division One after round 7

1, Ken Wood.....	101
2, Wilson Girvan.....	59
3, Bruce Lyle.....	54
4, Donald Heggie.....	45
5, Doug Riach.....	44
6, Robin Christie.....	42

Smith fails to score but stays ahead



Smith — series leader.

Last weekend's Esso Border Counties Rally saw little change at the top of the

Esso/BTRDA Rally Championship as only two of the current top six drivers scored points. Series leader, Trevor Smith still has a one point lead over Fred Henderson despite finishing well out of the points on Saturday, but John Brown's chances of improving on his third placing ended when he crashed out of the event. Trevor Prew slipped from fourth place when he too had an accident, allowing Clinton Smith ahead on points.

There are now only three rounds left in the series; two in Wales and one in Yorkshire. The positions are very close and the title could go to any one.

Esso/BTRDA Championship positions after round 5

1, Trevor Smith.....	55
2, Fred Henderson.....	54
3, John Brown.....	44
4, Clinton Smith.....	42
5, Trevor Prew.....	40
6, Darryl Weidner.....	38

Richardson in front

Following the Esso Border Counties Rally there has been a change at the top of the Malcolm Wilson (Motorsport) Championship and just one point covers the top four drivers. Willie Richardson has taken his 1600cc Datsun Violet to a one point lead with Escort drivers Ian Gillespie, Martin Atkinson and Darryl Weidner tying for second place.

Fred Henderson's Chevette is fifth, a further four points adrift. Weidner and Henderson now have an advantage over the others as they have gained their points from three rounds instead of the others' four.

Malcolm Wilson (Motorsport) Championship Position after round 5

1, Willie Richardson.....	43
2, Ian Gillespie.....	42
Martin Atkinson.....	42
Darryl Weidner.....	42
5, Fred Henderson.....	38

Briefly . . .

● Vale of Cothi MC's Nant Yr Hwch Stages, which should have been the next round of the Shellsport Welsh Stage Rally Championship has been postponed from August 7. The club has made the decision in the light of the delicate situation regarding bridleways in the area but hope to run the event later in the year. The next round of the championship will now be the Fordrace Tyres Epynt Stages on August 15.

● Spectators travelling from Dublin to the Isle of Man for the Rothmans Manx International Rally may like to consider an offer by the Isle of Man Steam Packet. There will be special rates for the rally, which is a round of the European, Open and Tarmac Championships. Return fares will be IR£21 per person and IR£62 per car. The ferry leaves Dublin at 3.00pm on September 15 and returns from Douglas at 8.00 on September 19.

● Steve Ward makes a return to rallying on the Peter Russek Manuals Rally when he will take the wheel of the ex-Terry Pankhurst, 1981 RAC Rally Group 1 winning Ford Escort with Andrew Fitton co-driving. The car has been hired from former Leyland rallycross driver, Jeff Williamson. Other cars are available from the Williamson stable — Jeff can be contacted on Retford 702642.

● Grand Prix Models, have entered into the sponsorship world. On the TSB Stages recently the Ford Escort 1600 of Peter Jackson and Mick Barker (who works for GPM) appeared in their colours. Although suffering with electrical problems which dropped them to 54th, the crew set fourth fastest time on one of the early stages.

● The Lada Challenge Trophy is to continue next year. Final details are not yet available but the organisers of this successful series have confirmed that the specification of the cars will not change. The next round of the series is the Sort Out Stages on August 1.

● This year's JC Van Hire/RLB Garages Stages takes place on September 19 and forms part of the Shellsport Welsh Stage Rally Championship. Starting from Bridgend at 11.00am, the event offers 50 stage miles for the entry fee of £55. Further details are available from Stuart Jenkins, 15 Drymawr Place, Maesteg, Mid Glamorgan.

● At their meeting next Monday (July 26) Bath MC are hosting a forum by members of Team Toyota GB. On the panel will be team manager Steve Johnson, driver Per Eklund and his co-driver Dave Whittock along with other team personnel. The meeting takes place at Limpley Stoke Hotel and begins at 7.30pm.

● The new competition secretary for 60 & Worcester MC is Geoff Hyde-Fynn, 30 Langdale Road, Stourport-on-Severn. Tel: Stourport 5870. The club's annual open night takes place on Tuesday August 10 at Bransford Lodge, Worcester. A variety of items will be included in the programme which begins at 7.30pm.

● Members of the CSMA who have limited experience of rallying are now eligible for a scholarship award provided by Nicolet Instruments. The award is open to any member who is under 30 and does not already hold an international competition licence. The prize for the winner is a free entry on next year's Welsh International Rally. Further details are available from Chris Devenish of the CSMA Competition Department, Britannia House, 95 Queens Road, Brighton.

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Aug 5/7	Ulster	Belfast Telegraph Ulster Rally — Tarmac Championship, round 4
Aug 6/8	Madeira	Volta de Madeira — European Rally Championship, round 31 (co-ef 3)
Aug 10/15	Brazil	Rally of Brazil — World Championship of Makes, round 7. World Championship for Drivers, round 8

NATIONAL RALLYING

Date	Venue	Event/Details
Jul 24	Swansea	Peter Russek Manuals (Port Talbot MC) — Pace/AUTOSPORT RAC National Rally Championship, round 5. Start: Swansea 9.00am
Jul 24	Lambton Leisure Park	Town and Country Stages (Northallerton MC).
Jul 24	Sligo	Sligo Stages Rally (Connacht MC). Start: Sligo Park Hotel, 12.00am
Jul 24/25	Northants	Scotts New Cedos Rally (Northampton & DMC)
July 24/25	Derbys	Gordon Ford Mobil Rally (Stockport MC). Start: Gordon Ford Motor Co
Jul 24/25	Pontefract	Diplomat Trophy Novice Rally (Wakefield & DMC). Start: Travelodge Motor Lodge, Barnsdale Bar, Nr Pontefract
Jul 24/25	Bury	Torque Bac Rally (Bury AC)
Jul 25	Alnwick	Lion Stages Rally (Alnwick & DMC)
Jul 25	Southwood Camp, nr Farnborough	Southwood Tempest Rally (218 MC/Sutton & Cheam MC)



Spectator information

Start, Swansea: Oystermouth Road Car Park (159/656926). First car leaves at 9.00am.
SS2 Afan Argoed: Located off A4107, 3 miles from Cymmer and 5 miles from Port Talbot. Follow marked spectator access routes. First car due at 9.55am. Alternative spectator area located opposite Golf Club on B4282, Maesteg to Bryn road.
SS6 JC Van Hire: Located off A4061, 5 miles from Hirwaun and 6 miles from Treorchy. Spectator parking off main road. First car due at 3.00pm.
Finish, Swansea: Oystermouth Road Car Park. First car due at 5.30pm.
Prizegiving: Dragon Hotel, The Kingsway, Swansea. 10.00pm.

Rally Show

The Rothmans Rally Show will take place at the Swansea Leisure Centre on Friday July 23, starting at 7.30pm. As usual the show will be entirely on film and will feature a look at Opel's Russelsheim HQ, the new Opel Manta 400 which made its competition debut on the recent Mille Pistes Rally, and interviews with the team drivers. There will also be a quiz with chances to win prizes from the latest Rothmans range. After a break the action turns to the 1981 Rothmans Manx International Rally, captured by Barrie Hinchcliffe in the excellent film, "Man against Man".

Series leader Malcolm Patrick starts the second half of the season with a 12 point lead over nearest challenger Phil Collins.

PETER RUSSEK MANUALS RALLY

Driving by the book

This weekend sees the resumption of the Pace/AUTOSPORT RAC National Rally Championship. KEITH OSWIN assesses the prospects for the event.

It is time to get the dust off the cars, blow up the tyres, fill the tanks and wash the overalls. After a two month break the Pace/AUTOSPORT RAC National Rally Championship gets back into gear with the Peter Russek Manuals Rally which starts in Swansea centre on Saturday morning.

It is some time since the title contenders were doing battle over the tarmac roads of the Isle of Man where Malcolm Patrick took maximum points for the third time this season to move into a 12 point lead. By way of complete contrast, this weekend's event is run over the forest stages of South Wales, many of which will be used on November's RAC Rally.

Port Talbot MC's event has gained a reputation for using long stages and this year's rally is no exception. 80 miles of top quality forestry are run in just seven stages with one test over 30 miles long. To run so many miles in one go is always a gamble, as if the stage was cancelled, a large part of the event goes with it. This problem does not worry the Port Talbot officials, and indeed the event in recent years has been run both efficiently and in good weather, resulting in high praise from competitors and spectators alike.

As the Pace AUTOSPORT series moves into its second half, events can usually count on some top international stars to boost the entry list. The name at the top of the list for this event is that of Russell Brookes in the Andrews Heat for Hire Vauxhall Chevette HSR. Sitting alongside the Inkberrow driver will be Matthew Engel, sports columnist for the *Guardian* newspaper, getting a taste of the action from the hot seat.

At two will be the man who has won all of the four rounds so far, Terry Kaby. This year he is working on a development exercise aimed at producing a clubman's specification Chevette HSR. It was hoped that the car would appear in Wales with the exciting turbocharged engine but at present this unit is producing far too much torque for the car and so further work is needed. There should still be plenty of interest surrounding the car as it

is likely that it will be fitted with a 2.6-litre lead-free engine. This unit should be producing around 230bhp. Blydenstein Racing are making sure that, if lead-free petrol becomes the norm, they will have an engine capable of competing from the outset.

Behind the two Chevettes comes a string of regular National Championship contenders. Malcolm Patrick has Phil Short back alongside after missing the last two rounds because of commitments to the Ford works team who have been testing the Escort RS 1700T. Phil's interest in the Russek goes further than simply that of co-driver as he is to be heavily involved in planning the route of the RAC Rally this year.

Donald Heggie will bring the Gartrac G3 Escort to Wales in search of a change of fortune in the National Championship. After a good run in his native Scotland at the end of April, he had hoped that things were improving. Perhaps the revolutionary car will make its mark over the latter half of the season.

Phil Collins tackles his 'home' event with the advantage of lying second in the championship. Having written off his old Escort in Donegal, the fiery Welshman will have a new red machine to continue his chance for the title. On the Welsh International in May he took a fine fourth



Mike Stuart's first event since his massive accident on the Manx Stages.

place and will be looking for the same sort of form this weekend. Should Patrick fail, both he and Bill Dobie could move ahead. The Opel Ascona 400 of the reigning champion has had head gasket problems on recent events but Dobie has shown a very determined side to his driving this season and, if the car is still capable of moving, he can be guaranteed to get it to the finish.

Behind Dobie come two drivers whose championship hopes suffered badly on the last round. Ian Cathcart retired on the first stage and Mike Stuart was involved in a horrendous accident that destroyed the JC Motorsport Hire car and resulted in serious injury to the young driver. Both are capable of doing well in Wales.

Two crews making a return to the

Leading entries

1, Russell Brookes/Matthew Engel	Vauxhall Chevette HSR
2, Terry Kaby/Rob Arthur	Vauxhall Chevette HSR
3, Malcolm Patrick/Phil Short	Opel Ascona 400
4, Donald Heggie/George Dean	Gartrac G3 Escort
5, Phil Collins/Jon Savage	Ford Escort RS
6, Bill Dobie/Dilys Rogers	Opel Ascona 400
7, Ian Cathcart/Dave West	Opel Ascona 400
8, Mike Stuart/Frank Rowlands	Ford Escort RS
9, Francis Tuthill/Flip Kerr	Ford Escort RS
10, George Hill/Derek Tucker	Vauxhall Chevette HSR
11, Reg Mullenger/Lyn Jenkins	Ford Escort RS
12, Jeff Churchill/Roger Evans	Ford Escort RS
13,	
14, Ian Hughes/Alyn Edwards	Ford Escort RS
15, Chris Lord/tbn	Talbot Sunbeam Lotus
16, John Brown/Dave Nicholson	Ford Escort RS
17, Clew Hughes/Roy Wilcox	Ford Escort RS
18, Ian Tilke/Tony McMahon	Ford Escort RS
19, Roger Chilman/Bryan Thomas	Ford Escort RS
20, Steve Bannister/John Robinson	Ford Escort RS

Russell Brookes — Chevette



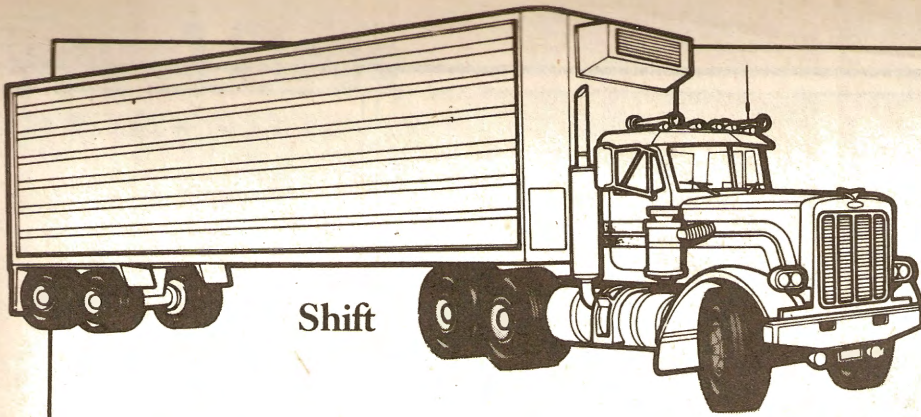
series after a few rounds' absence are Reg Mullenger, with Welshman Lyn Jenkins alongside, and the popular Welsh drinking team of Jeff Churchill and Roger Evans. Despite the lay off both crews could spring a few surprises.

The fascinating Group 1 contest is renewed and, any predictions would require a crystal ball. Each of the four preceding rounds has seen a different driver take the top spot. Steve King holds the points advantage and comes to Wales with his confidence boosted by the fact that Skip Brown has assured him that the Econocruise Avenger will appear on all of the remaining rounds. "I love Wales," said Steve last week, "and the long stages on this event suit me down to the ground. I am really looking forward to the event."

Who will challenge King in Wales? Louise Aitken, David Mann and Paul Murray have all done well so far this season and are in a strong position. George Gass has not had the best of luck but a good placing on a Scottish club event recently will have encouraged him. Mark Lovell has been struggling with an underpowered car but that has been fully overhauled and the West Country driver is determined to try and make up for lost time. Steve Green won the first round but has had bad luck ever since. One driver who deserves a better result for his efforts is Kevin Curran, often recording good times but out of luck with his finishing record. Once again an excellent contest in prospect.

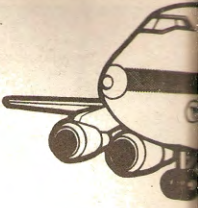
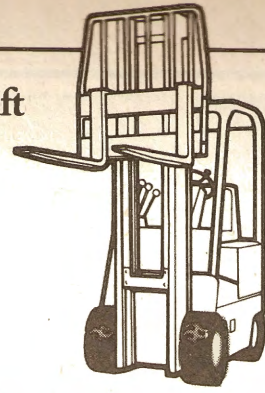
In the up to 1300cc class, John Weatherley will be trying to take his fourth successive class win in the Citroen Visa. This time he will be using the 'works' version instead of the rented car from Peter Dalkin used on the last round. Pat Messer will be challenging in his Talbot Sunbeam and John Waghorn's other Visa is also in close range. The 1300 to 1600cc class is led by Steve Fairlie from the Mazda 323 of Bryan Richmond. Fairlie's 10 point lead is enough to ensure that, whatever happens at the weekend, he will still lead the series but there will be no easing up on his behalf as Richmond has been a consistent finisher on the previous rounds.

With a combination of both new and familiar stages, long competitive sections and a reputation for being dry and dusty, the Peter Russek Rally looks like being one of the significant points in the championship. If anyone asks after the British Grand Prix, "How do you follow that?," point them in the direction of Swansea...



Shift

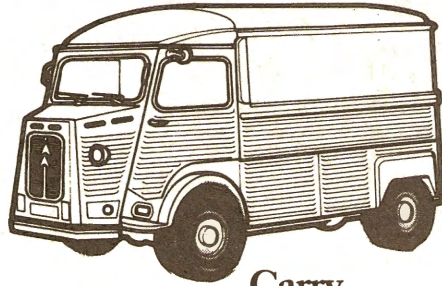
Lift



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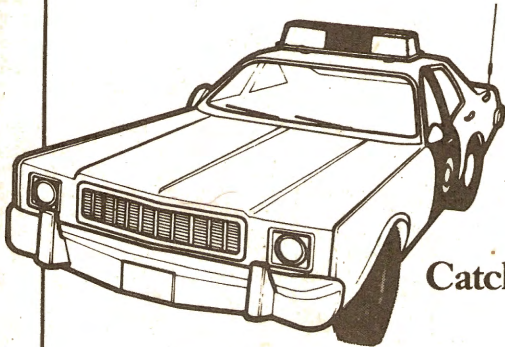


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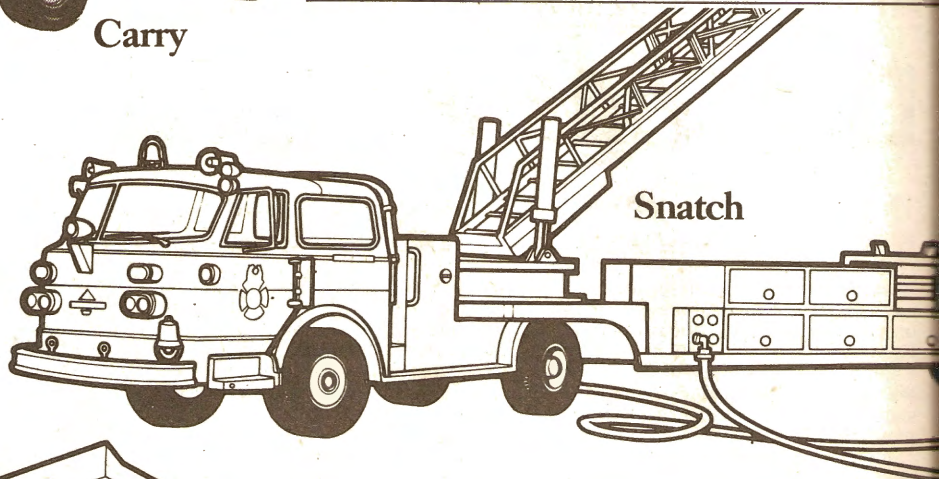


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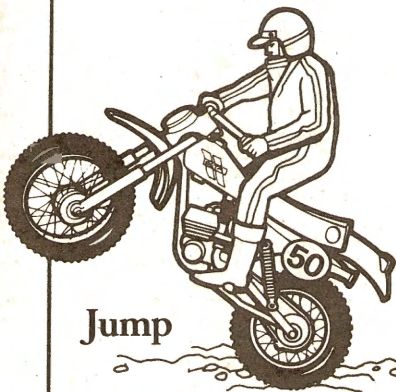
GET ON TO BRIDGESTONE TYRES



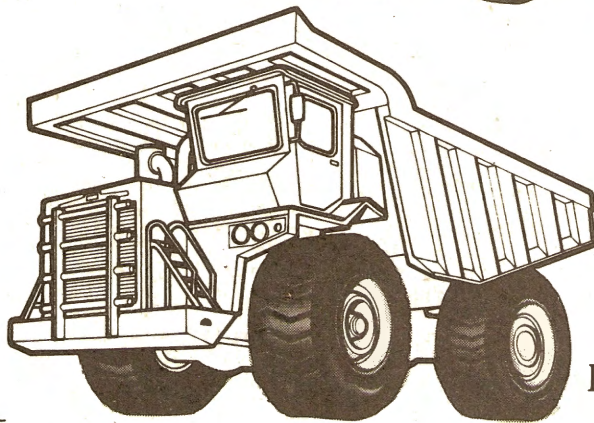
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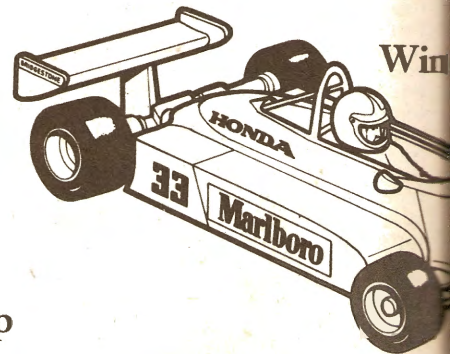
Snatch



Jump



Dump

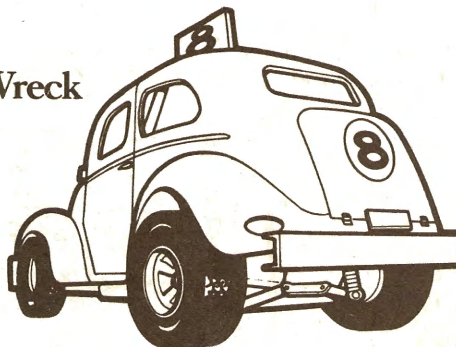


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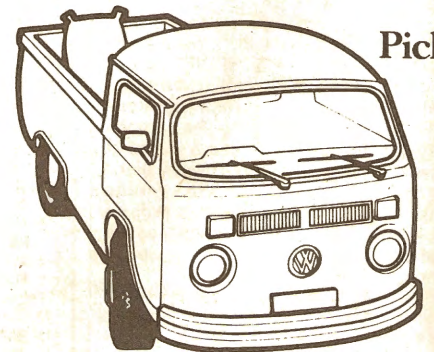


Trek

Wreck



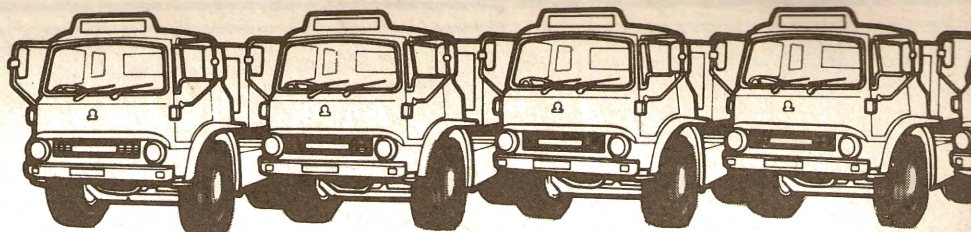
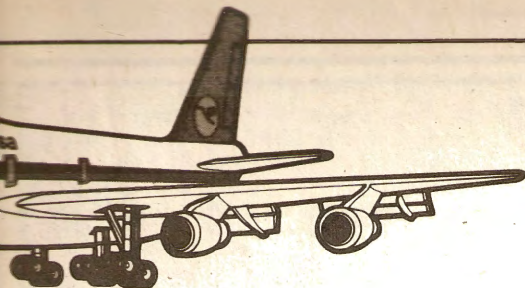
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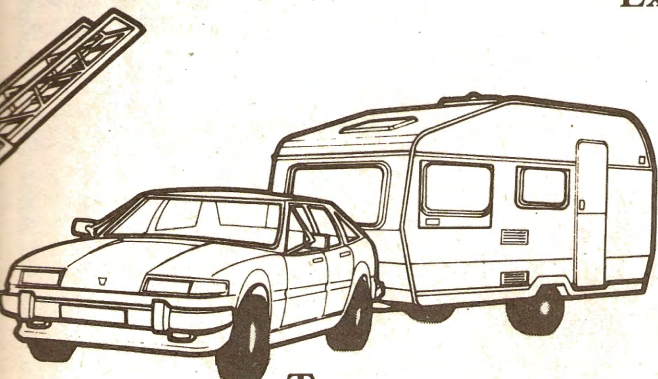
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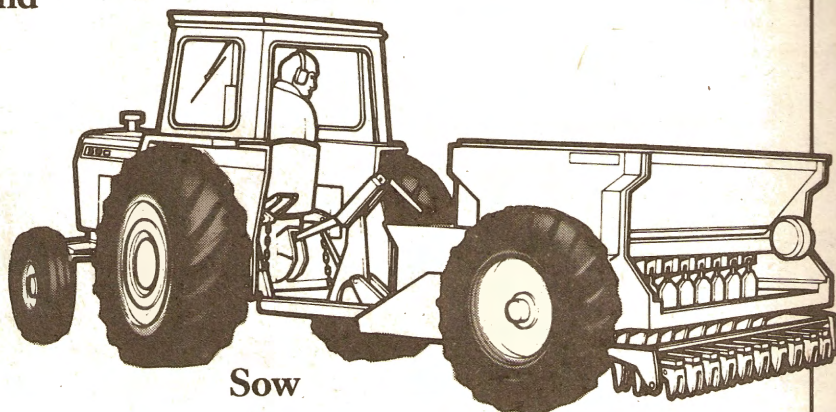
AUTOSPORT, JULY 22, 1982



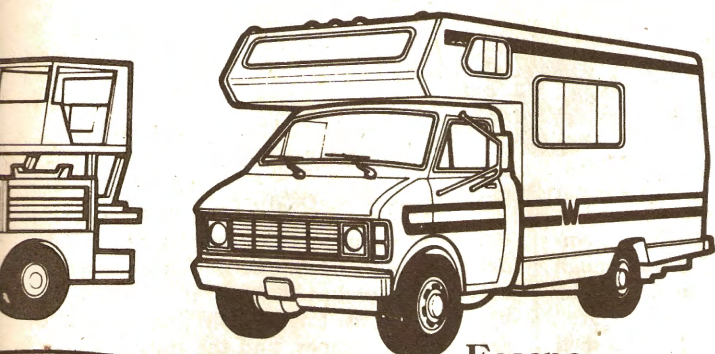
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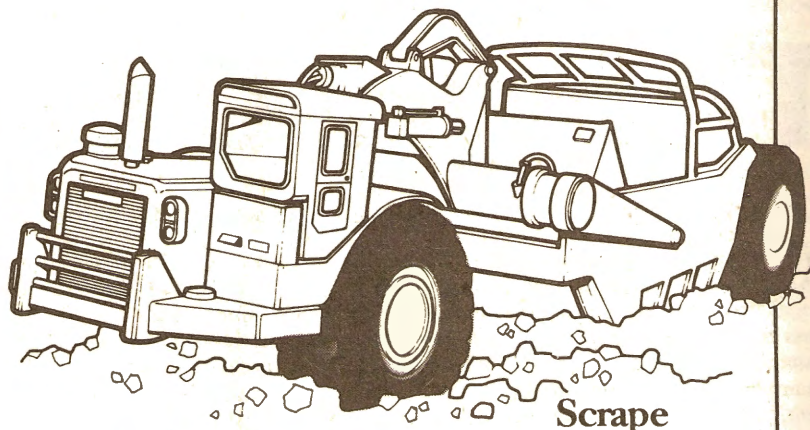
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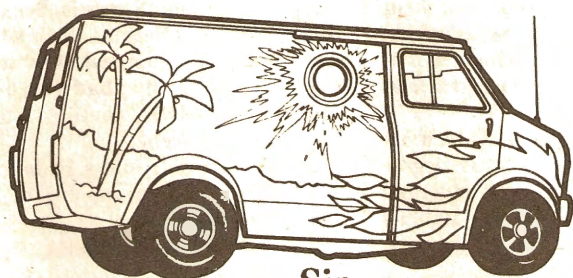
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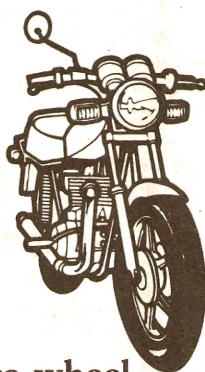
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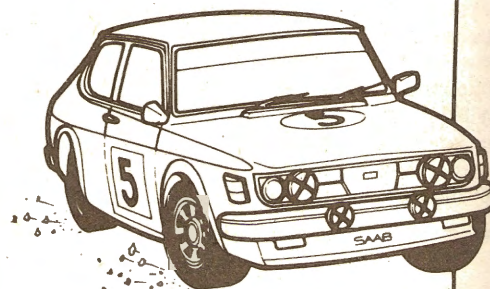
Scrape



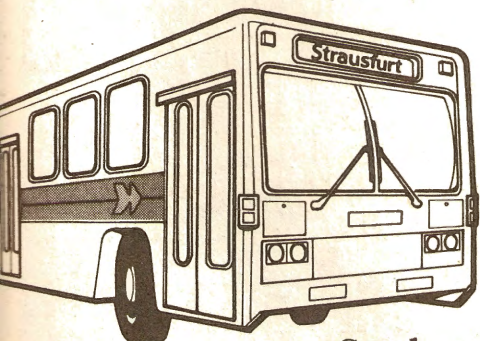
Sin



Two-wheel



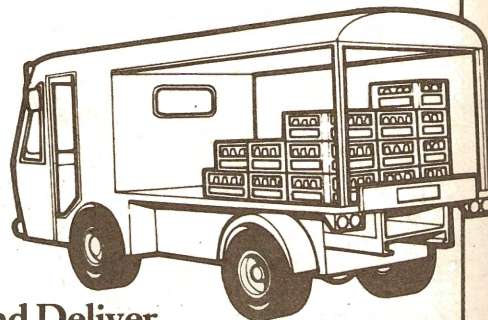
Toe and heel



Set down



Stand

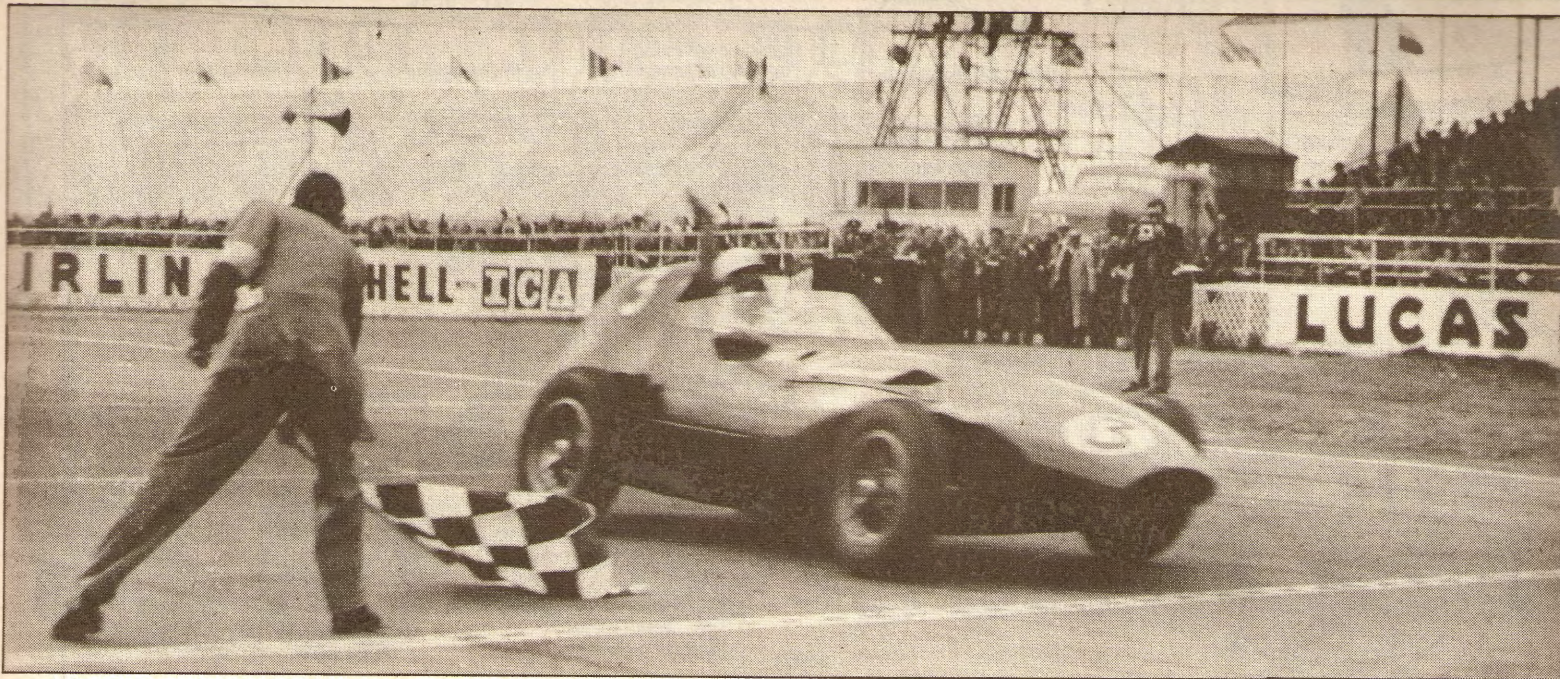


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BS BRIDGESTONE

Yesterday's Cars



The Silverstone International Trophy, 1956... and Moss's first win for Vanwall.

The green kings

DOUG NYE recalls the splendid era of the Vanwall team, which scored its first GP win 25 years ago this week.

Twenty-five years ago, in the British Grand Prix at Aintree on July 20, 1957, a sleek green teardrop Grand Prix car carried Tony Brooks and Stirling Moss to the first-ever all-British victory in our national Grand Prix. It was the maiden World Championship-qualifying success for the Vanwall team, the first for their no-expense-spared Formula 1 car, and it marked the dawn of the age of British domination of Grand Prix racing which has yet to pass, although we are currently a little battered and our teams' pre-eminence looks rather frayed around the edges.

Back in the 'fifties the Italians ruled the roost save for the brief season-and-a-half of Mercedes-Benz involvement. You could take your pick: Alfa Romeo, Ferrari, Maserati or briefly Lancia... They did the winning, and the colour was red.

In Britain Raymond Mays' fantastically complicated BRM V16 project had staggered through its infancy with Guy Anthony Vandervell, the hard uncompromising "rugged old bugger" whose fortune was founded in his ThinWall shell bearing business, one of its earliest supporters. Before very long he appreciated that a committee was no way to run a racing team. While delays dogged the original V16 cars and prevented them from making their racing debut, he smashed his way through the red tape and formal channels and bought the team a V12 Ferrari to gain practical experience.

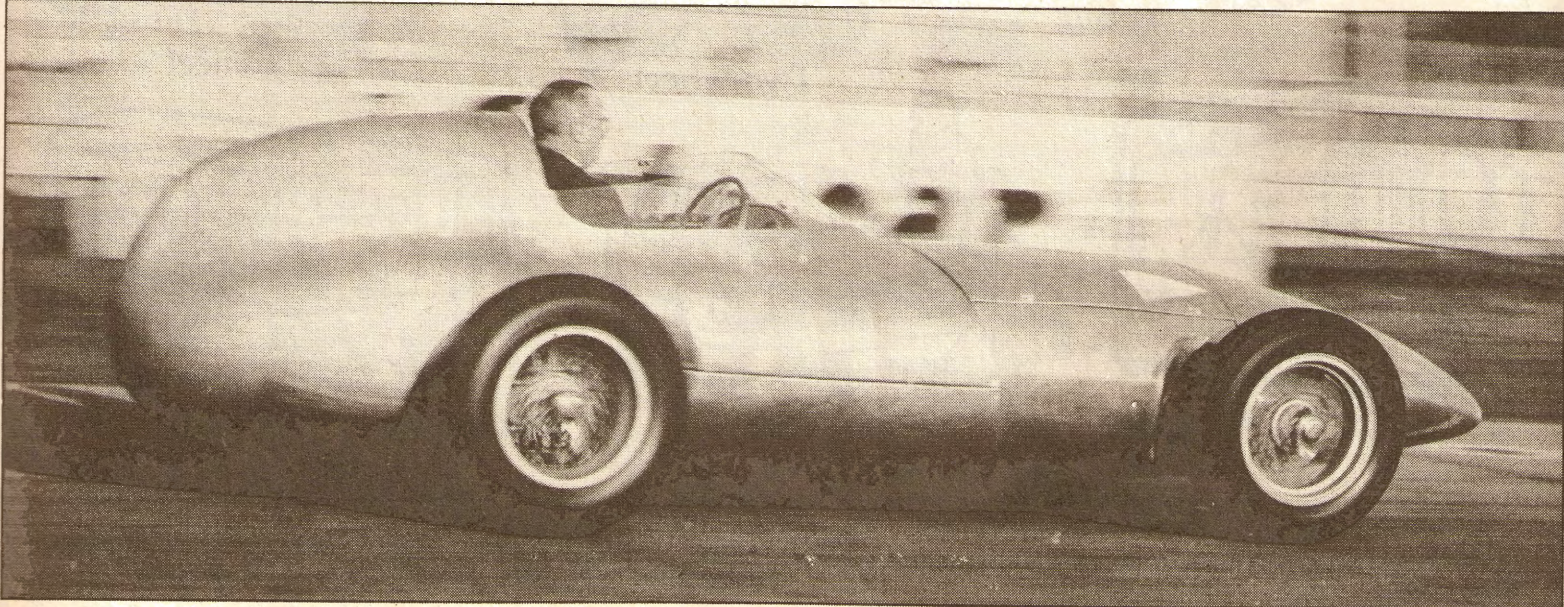
This was the first of four such cars, which his people campaigned to a greater or lesser degree under the *ThinWall Special* name. Vandervell supplied Ferrari's bearings, so the Italians

weren't about to upset him, but of course they did, and much of the dealing between Vandervell and Ferrari was conducted on a bruising face-to-face level between the English entrepreneur with his deep love of engines, and the Italian wheeler-dealer whose heart lay in exactly the same place.

Tony Vandervell rapidly lost patience with BRM management muddling, and soon his *ThinWall Special* Ferraris became the major thorn in BRM's flesh as their V16 cars reached raceworthy development, but too late for the Formula to which they had been built, and so they found themselves confined to the British *Formule Libre* scene.

Vandervell was restless. He fancied nothing less than an F1 project capable of "beating those bloody red cars".

Vandervell drives the prototype around Goodwood, scorning conventional racing wear in favour of his suit!



He was a director of Norton, the world-beating motorcycle concern, and felt that a four-cylinder engine based on their highly-successful and very powerful racing 'single' could do well. An engine was devised, detailed by Norton's Polish-born engineer Leo Kusmicki, and in effect consisting of four Norton barrels with added water jackets based on a rugged crankcase developed from the Rolls-Royce B40 military power unit's recast in aluminium. A common head casting featured inclined valves with hairpin springs redolent of the parent Norton. In initial 2-litre form this unit made its debut in the Cooper-chassis *Vanwall Special* at the 1954 Silverstone May meeting, driven by Alan Brown.

The first *Vanwall Special* was driven mainly by Peter Collins but also by Mike Hawthorn in 1954, showing promise but achieving no great success before Collins wrote-off the frame against a stout Barcelona tree during practice for the Spanish GP in late October. A team, eventually of four Vanwall cars based on this Cooper-designed chassis with its Ferrari suspensions and steering, was built for 1955 when Ken Wharton, Harry Schell and Desmond Titterton joined Hawthorn in the team. Schell actually won four minor British events in the cars, but it was obvious that an improved chassis was needed.

Vandervell set his toolroom and racing department staff to lay out an improved version of the basic frame originally set down by Cooper's designer Owen Maddock. A mock-up was built but progress was slow and one of the team's transporter drivers, Derek Wootton, suggested to team manager David Yorke that a pal of his might be able to help. The pal was Colin Chapman of Lotus Engineering.

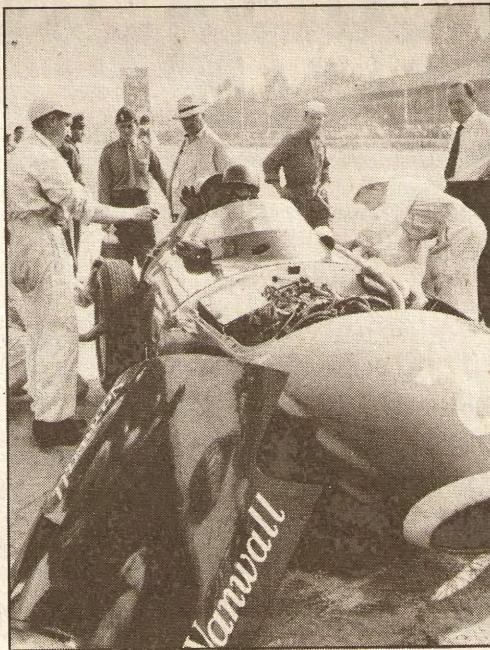
As teenagers, Derek and Colin had been close friends with a mutual interest in Austins and special building. One of the best Formula 1 marque histories ever written is the standard work on Vanwall by Denis Jenkinson and Cyril Posthumus*. They wrote: "Colin Chapman remembers well Derek Wootton saying 'Here Col,' as he always did, 'you ought to come down to Acton — old man Vandervell needs help with his chassis.'" The budding young designer who until now had only been involved with small-engined sports cars, leaped at the idea, and Derek took him into the racing shop where the new, partially built chassis was standing alongside the 1955 one. While Chapman was studying them GAV — Guy Anthony Vandervell — "appeared and said 'Well, what do you think of it?' . . ." A deep discussion began in which GAV realised that Chapman knew his stuff where chassis structures were concerned and when it became obvious that to get to where GAV wanted to be, Colin wouldn't have started from here, he gruffly said "Right, will you do it for me?"

Colin accepted, and when the question of body design was raised he suggested using the aerodynamic expertise of Frank Costin of De Havilland aviation.

In his design Chapman retained the 1955 front suspension, wishbones, gearbox layout, brakes but laid out a new de Dion rear axle layout with Watt link lateral control. Engine development continued at Acton and among Vanwall's many top-grade suppliers, they used the best, Bosch fuel injection, ventilated disc brakes, Italian fabricated fuel tanks, German Mahle pistons, Porsche-patent gears . . .

By mid-March the first of the new cars was assembled, its George Gray-made aluminium Costin bodywork the smoothest, sleekest — and one of the tallest — yet seen in Formula 1. In shake-down tests at Goodwood GAV drove the prototype in a suit, scolding crash helmet and goggles. He was 58. Harry Schell took over working with Costin on wool tuft flow tests. The Anglo-American driver always compensated in heart and enthusiasm for what he lacked in top-line skill and he was always a tonic to the team whether things went well or otherwise. Vandervell was unable to attract a superstar driver, but Maurice Trintignant offered a leavening of stolid reliability.

The first two teardrop cars were entered for the BRDC International Trophy at Silverstone on May 5, 1956, and David Yorke was offered good start money terms if he could put a British driver in one of them. Maserati were not attending the meeting and Moss was



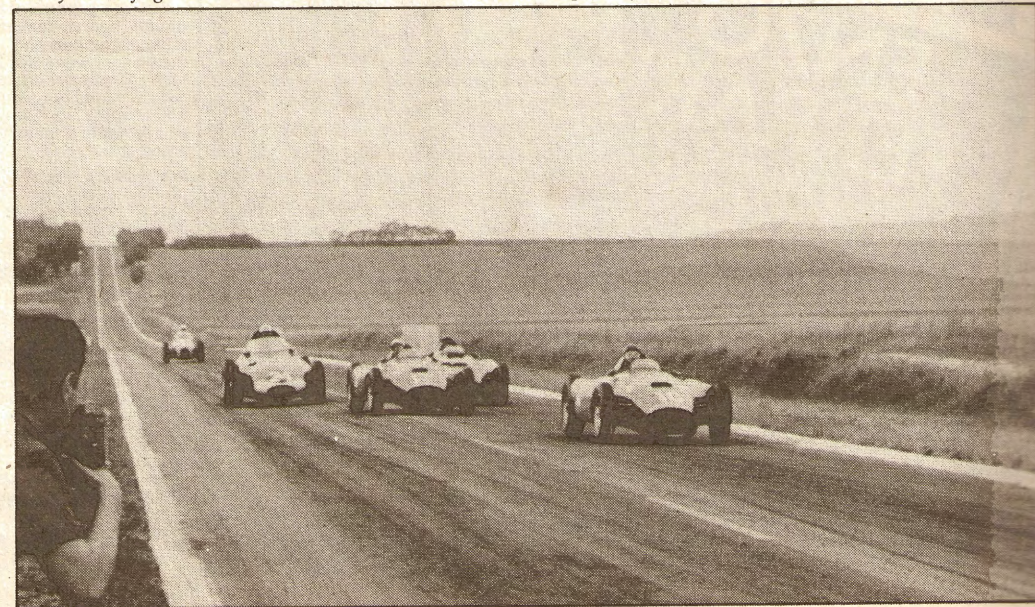
Into the lion's den at Monza: Moss won against the Italians while Brooks (pictured) limped home 8th.

free and he jumped at the chance of driving such a superb-looking new car, although there was at that time little in the team's history to suggest they had a world-beater on their hands.

The complete Vanwall had been weighed at 1,346lbs dry, against over 1400lbs for the Lancia-Ferrari and at Silverstone Moss and Schell set fastest and second fastest practice times and Moss won easily, quite outstripping Fangio's Ferrari. Schell's car cracked a pipe in its Bosch fuel injection.

This was a fairy-tale start and two weeks later at Monaco Schell was joined by Trintignant and they were soon in trouble. Schell's throttle linkage parted and the French mayor of Vergeze couldn't adjust to looking through the shaped Costin perspex screen instead of over it. The screen could not be cut down as it produced suction through the cockpit well, which drew cooling air over the inboard rear brakes. Escaping air in a race carried brake dust and grime with it, which explains how '50s racing drivers so often finished a race looking like a Falklands liberator. In the race both cars suffered minor collisions — Trint closing that long and vulnerable nose badly enough to cook his engine, while Schell dodged a spinning car and bent his car's front suspension against the inevitable straw bales.

GAV was never afflicted with the BRM problem of attempting to show the flag at home events. He had no Harry Schell frightened the Ferraris at Reims in 1956 with the speed of his Vanwall.



sponsors he cared about and raced single-minded to attack those red cars at Championship level. At Spa the Vanwalls were obviously very fast along the Masta Straight but their handling was rather deficient through those frighteningly fast curves on which only the public are allowed to drive today . . . Schell finished fourth, nine miles behind the winner, but when lapped he had slipstreamed the foreign works car and sailed past it down the Hollowell at the end of that long, long straight, which made the other driver sit up and blink . . . Green cars weren't meant to do that.

Meanwhile Trint's car suffered mixture problems and was withdrawn.

Reims was next, placing a premium on more speed than Spa, but less driver skill; ideal for a driver as brave as Schell. Trintignant was released to drive the new transverse rear-engined Bugatti — the one that *didn't* herald a rear-engined revolution — and he was replaced by Hawthorn as BRM didn't come. A third car was entered for Chapman to drive in his first GP, but his luck was out as a front brake locked and he rammed Hawthorn's sister car in the tail during practice, damaging his own too badly to start the race.

Schell and Hawthorn frightened the Ferrari and Maserati opposition. They both smashed the magic 200kph lap speed barrier, but in the race Schell broke second gear and over-revved his engine. Hawthorn had just finished the 12-hour sports car race and was exhausted, so he was called in and Schell despatched to shake-up the works Lancia-Ferraris which were scrapping among themselves and not paying proper attention to anybody else, which irritated GAV. Schell closed on them like an avenging angel, touching 175mph on the long Reims-Guex straights and for several glorious laps he was in among them as Fangio, Collins and Castellotti ganged together desperately to hold him out. Something had to give and it was Schell's fuel injection mixture control. His engine lost power and he was forced into the pit and thereafter only just staggered to the finish. But Vanwall had given notice they must be taken seriously where sheer performance was concerned.

At Silverstone for the British GP, Vanwall again

YESTERDAY'S CARS

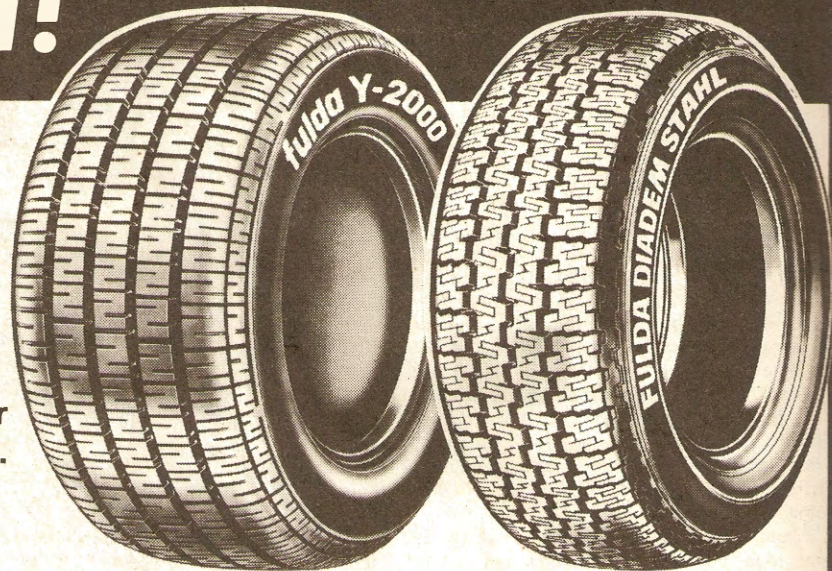
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The Shark-Nose Ferrari	Jan 8, 1981
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The Repco Brabhams	Aug 20, 1981
The Maserati 250F	Sep 24, 1981
The BRM P25	Oct 22, 1981
The Ferrari 330 P4	Dec 24/31, 1981
The rear-engined BRM P48	Feb 11, 1982
The Mercedes-Benz 300 SLR	Mar 4, 1982
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*Vanwall — The Story of Vandervell and His Racing Cars. Jenkinson & Posthumus. Published by PSL Ltd, Cambridge, 1975.

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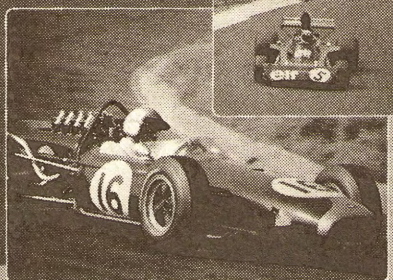


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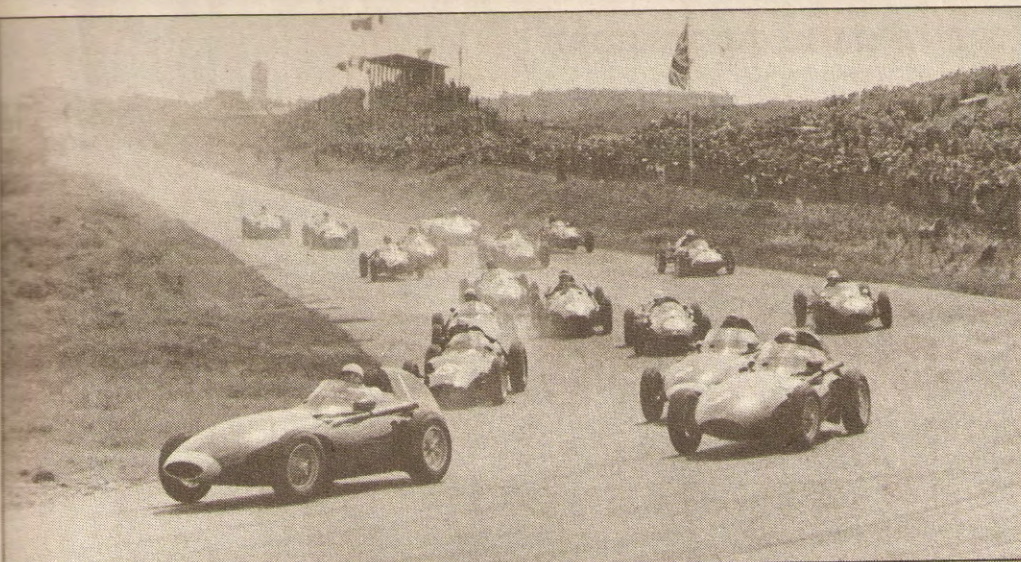
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Yesterday's Cars



Zandvoort 1958: Vanwalls 1-2-3 into the hairpin. Moss (leading) was to win, while Lewis-Evans and Brooks retired.

The green kings continued

fielded a full three-car team, for Schell and Trintignant, plus Argentine visitor Jose Froilan Gonzales who had twice won the British GP and used to drive the *Thin Wall Special*. His trip was wasted as his car broke a half-shaft UJ on the start-line, and both other cars encountered blocked fuel feed and filter problems — a new fuel blend had attacked the inner coating of the tanks.

High hopes after Reims had been dashed — as so often in motor racing — and Vanwall missed the German GP to prepare for the Italian. Four cars were taken to Monza for extensive pre-race practice on the combined banked and road circuit course. Piero Taruffi joined the team but Schell was its life and soul, elbows out, duelling with the Ferraris and Maseratis, outpacing them on the straights but tippy-toeing on the bankings as the Vanwall's high-speed road-holding was still suspect. The cars started half-full to minimise pounding under full tanks, and at his scheduled stop Schell was seen to be soaked in final-drive oil as a gaiter had split. Before long it had all seized and another heroic run was over. Taruffi had gone out earlier with a similar problem, and Trint's car broke a coil-spring abutment in its front suspension.

This was the end of their 1956 season, and GAV was determined to match the potential of his cars with top-line drivers for '57. He wanted Moss. Stirling tested BRM, Connaught and Vanwall cars at Silverstone and Oulton Park to help him decide. The Vanwall he drove had coil-spring rear suspension in place of the original transverse leaf-spring, and it won the day. GAV signed him on and soon afterwards David Yorke added Tony

The unusual surface radiator on the 1954 2-litre Vanwall.



Brooks. They passed up the Argentine GP to continue intensive development-testing ready for the European season. Harry Schell took David Yorke's news that he would not be required very philosophically. He knew he was no match for Moss and Brooks, and remained on good terms with the team while driving for BRM.

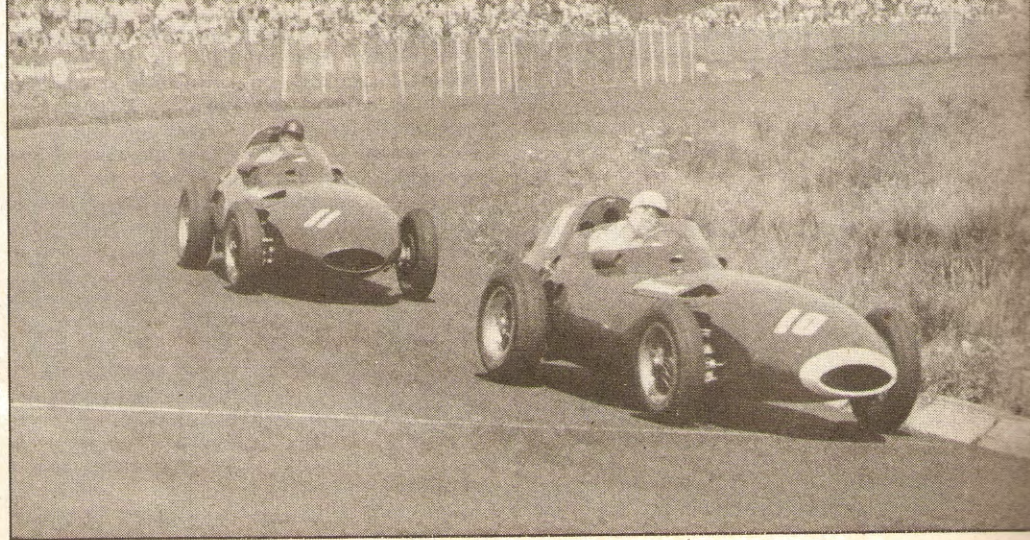
The new season began at Syracuse in a non-Championship race, and Vanwall bearded the red cars on home soil. Moss took the lead from the front row and after five laps Brooks was second and two green cars were running away from the reds on the course where three years previously Brooks had scored that amazing maiden win for Connaught. That had been the first all-British continental GP victory since Segrave's Sunbeam won at San Sebastian in 1924. But no British outfit had yet emulated Segrave's 1923 Sunbeam feat of victory in a major *Grande Epreuve*.

Just before half-distance a steel injector feed pipe split on Moss's engine and he dropped from first to seventh as it was repaired while Brooks stopped with coolant from a cracked pipe spraying on the spark plugs and shorting them out. This was irreparable during the race but Moss broke the lap record in soaring back to a third-place finish.

In an exploratory race at Goodwood on Easter Monday both cars again failed with injection pump control problems. GAV erupted and aviation controls were introduced and thoroughly tested before Monaco.

There the cars ran with short 'Monaco' noses including bumper bars and the windscreens were cut down. Moss started from the front row and Brooks from the second and Stirling led the first 3½ laps before piling into the chicane in a great flurry of sandbags, bales and telegraph poles which involved the Ferraris of Hawthorn and Collins. He swears to this day that the

Moss and Brooks finished fifth and ninth at the 'Ring in the 1957 German GP.



brakes failed, and to this day his mechanics aren't so sure. Brooks nursed his car reliably and finished a worthy second, just over 25secs behind Fangio. Ask Tony about the drive today and he best remembers "... the way my gearchange hand ended-up like a plate of raw meat. The Vanwell change was, at best, umm, agricultural ..."

The French GP was at Rouen but Tony had done himself an injury by rolling an Aston Martin at Le Mans and Moss contracted sinusitis after some submarine water-skiing. The Vanwalls were ready but the drivers were in dock. Roy Salvadori filled the Brooks gap, and at the last moment the spare Ferrari driver at Rouen — Stuart Lewis-Evans — was invited to take the Moss entry. He was a frail, slim young man who had made his name driving F3 Coopers and the ex-works Connaughts owned by a friend from Bexleyheath, South London, whose name was Bernie Ecclestone. Stuart suffered from ulcers, and Bernie recalls "carrying buckets of milk round for him, wherever we went ..."

In the race the oil filler cap on Salvadori's car flapped open and deposited lubricant on his tyres, so he spun and while spinning over-revved his engine. The car lost power and eventually retired with broken valve springs. Lewis-Evans felt his way in the strange car and pulled out when an overheating engine caused the aluminium header tank — mounted in the scuttle — to swell and bind on the steering column, making it tighten!

Lewis-Evans had gone well enough for GAV and Yorke to give him another drive in Moss's absence, at Reims the week after Rouen. Chassis VW6 appeared there with streamlined bodywork enveloping the front wheels and partially the rears but it was over-g geared in practice and Lewis-Evans and Salvadori preferred the slipper-bodied cars. Then Lewis-Evans suddenly began to fly and utterly demoralised the opposition with the Vanwall's speed. If it could go so well in this newcomer's hands, what could Moss or Brooks make of it when they recovered? In fact Lewis-Evans could match them pace for pace, but his frail physique possibly lacked the stamina for GP distance racing.

He started from the centre of the Reims front row and left the rest for dead, bulleting away into the blue for 33 of the 61 laps until oil mist coated his goggles. He had to ease up and a Ferrari and Maserati got by and the Vanwall finished third. Salvadori was over-shadowed, and soldiered home fifth. Lewis-Evans was to have a regular car now; Roy returned to Cooper-Climax.

At Aintree Moss, Brooks and Lewis-Evans all lined up for Vanwall, whose organisation was now tip top. Two cars from Rouen had gone home to Acton, two fresh cars were raced at Reims, now four cars appeared for the three drivers at Aintree; it was the right way to attack Grand Prix racing. Moss took pole in practice, Brooks tied for second and Lewis-Evans was fifth-fastest only 1sec slower than Stirling. He shot away into an immediate lead but at quarter-distance misfiring began. After two stops he was way behind. Lewis-Evans was fourth and Brooks — still stiff and battered

Yesterday's Cars

VANWALL RACING RECORD

Chassis 'VW1/56'

Prototype Chapman spaceframe/Costin bodied Vanwall with transverse leaf-spring rear suspension.

1956	BRDC International Trophy, Silverstone	Harry Schell	Rtd
	Monaco GP	Harry Schell	Crashed
	Belgian GP	Harry Schell	4th
	French GP	Harry Schell	Rtd
	British GP	Froilan Gonzales	Rtd
	Italian GP	Piero Taruffi	Rtd

Chassis 'VW2/56'

1956	BRDC International Trophy, Silverstone	Stirling Moss	First FL
	Monaco GP	Maurice Trintignant	Rtd
	Belgian GP	Maurice Trintignant	Rtd
	French GP	Mike Hawthorn/Harry Schell	10th
	British GP	Harry Schell	Rtd
	Italian GP	Harry Schell	Rtd

Chassis 'VW3/56'

1956	French GP	Colin Chapman	DNS T-crash
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Chassis 'VW4/56'

1956	British GP	Maurice Trintignant	Rtd
	Italian GP	Maurice Trintignant	Rtd

At the end of 1956 these four cars were torn down and parts used as the basis for 1957 models.

Chassis 'VW1'

1957	Syracuse GP	Stirling Moss	3rd FL
	French GP	Roy Salvadori	Rtd
	British GP	Stirling Moss/Tony Brooks	Rtd
	German GP	Tony Brooks	9th
	Pescara GP	Stuart Lewis-Evans	5th
	Moroccan GP	Stuart Lewis-Evans	2nd

Chassis 'VW2/57'

Unused, never assembled.

Chassis 'VW3/57'

1957	Syracuse GP	Tony Brooks	Rtd
	Glover Trophy, Goodwood	Stirling Moss	Rtd
	Monaco GP	Stirling Moss	Crashed

Chassis 'VW4/57'

1957	French GP	Stuart Lewis-Evans	Rtd
	British GP	Tony Brooks/Stirling Moss	First FL
	German GP	Stuart Lewis-Evans	Crashed

Chassis 'VW5/57'

1957	British GP	Stuart Lewis-Evans	DSQ
	German GP	Stirling Moss	5th
	Pescara GP	Stirling Moss	First FL
	Italian GP	Stirling Moss	First
	Goodwood demo	Stirling Moss	Broke valve

Chassis 'VW6/57'

1957	Italian GP	Tony Brooks	8th FL
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Chassis 'VW7/57'

1957	Glover Trophy, Goodwood	Tony Brooks	6th FL
	Reims GP	Roy Salvadori	5th
	Pescara GP	Tony Brooks	Rtd
	Italian GP	Stuart Lewis-Evans	Rtd

Chassis 'VW8/57'

First lightweight chassis — similar 'VW9' completed as a show car and retained by VP Ltd, 1959.

1957	Reims GP	Stuart Lewis-Evans	3rd
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Chassis 'VW10/57'

1957	Moroccan GP	Tony Brooks	Rtd
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These '57 series cars featured coil-spring rear suspension. No more than four were fully assembled at any one time as runners. Detail improvements updated this series for 1958 when Nos 1-3 and No 8 were held at Acton as spares, unassembled.

Chassis 'VW4'

1958	Belgian GP	Stuart Lewis-Evans	3rd
	German GP	Tony Brooks	First
	Moroccan GP	Stuart Lewis-Evans	Fatal accident — car burnt out

Chassis 'VW5'

1958	Monaco GP	Stuart Lewis-Evans	Rtd
	Dutch GP	Stuart Lewis-Evans	Rtd
	Belgian GP	Tony Brooks	First
	French GP	Tony Brooks	Rtd
	British GP	Tony Brooks	7th
	Portuguese GP	Tony Brooks	Rtd
	Italian GP	Tony Brooks	Rtd
	Moroccan GP	Stirling Moss	First FL

Car rebuilt smaller and lighter for 1959.

1959	British GP	Tony Brooks	Rtd
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Car rebuilt for 1960 with experimental IRS by Valerio Colotti.

1960	Glover Trophy, Goodwood	Tony Brooks	7th
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Car then broken-up and cannibalised for VW11 parts.

Chassis 'VW6'

1958	British GP	Stuart Lewis-Evans	4th
	Portuguese GP	Stuart Lewis-Evans	3rd
	Italian GP	Stuart Lewis-Evans	Rtd

Car broken up, surplus to requirements.

Chassis 'VW7'

1958	Monaco GP	Stirling Moss	Rtd
	Dutch GP	Tony Brooks	Rtd

Car broken up, surplus to requirements.

Chassis 'VW9'

1958	French GP	Stuart Lewis-Evans	Rtd
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Car broken up, surplus to requirements.

Chassis 'VW10'

1958	Dutch GP	Stirling Moss	First FL
	Belgian GP	Stirling Moss	Rtd
	French GP	Stirling Moss	2nd
	British GP	Stirling Moss	Rtd
	German GP	Stirling Moss	Rtd FL
	Portuguese GP	Stirling Moss	First
	Italian GP	Stirling Moss	Rtd
	Moroccan GP	Tony Brooks	Rtd

Car subsequently used for testing, rebuilt in 1958 form during 1960 for use as a demonstration car, retained by VP Ltd. Other 1958 frames scrapped.

Chassis 'VW11'

'Lowline' car with Colotti-designed independent rear suspension and gearbox — finally dismantled and retained by VP Ltd.

1960	French GP	Tony Brooks	Rtd
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Chassis 'VW12'

Lotus 18 chassis '901' acquired engine-less fitted with Vanwall 4-cylinder and tested — sold as rolling chassis.

Chassis 'VW14'

Rear-engined 'Whale' InterContinental Formula machine with 2.6-litre 4-cylinder engine, tested by Jack Brabham.

1961	BRDC International Trophy, Silverstone	John Surtees	5th
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Car rebuilt into Mark 2 version, retained by VP Ltd today as display vehicle, usually alternating between National Motor Museum, Beaulieu and the Donington Collection in opposition to the front-engined VW10.

The green kings

continued

from Le Mans — was fifth. As he was tiring, David Yorke flagged him in for Moss to take over. Stirling tore through the field while Tony did his best with the misfiring car at the tail of the field. Moss restarted ninth and fought his way into fourth behind Lewis-Evans and was poised to take third when Behra's leading Maserati burst asunder and Hawthorn's Ferrari in second place punctured a tyre on the debris. Moss was in the lead!

For four fantastic laps Vanwalls ran 1-2 in their home GP until Lewis-Evans stopped with the old injector pump control linkage problem leaving Moss to score that historic victory on his own. Lewis-Evans managed to jury rig his engine to return to the pits and soldier home seventh, while Brooks gave up to save his ex-Moss car's rough engine. It was fitting that Britain's two finest drivers should have shared that victory, to emulate Segrave's 1923 success in the French GP at Tours.

Practice for the German GP at Nürburgring shattered the team's growing confidence. The cars just refused to handle on the bumps and leaps and in the race Lewis-Evans's gearbox dumped oil on the left-rear tyre and he was lucky to escape unhurt as the car crashed. Moss was fifth, disgusted, and Brooks an exhausted, physically sick ninth.

The Pescara GP was a Championship round that year and Moss led from lap three to the finish, winning in imperious style and trouncing "those bloody red cars" on home soil. Brooks's car broke a piston on lap one and Lewis-Evans's threw a tyre tread at 160mph, then another and the chastened driver toured home fifth. Vanwall ran old Pirelli Stelvio racing tyres, and since Pirelli had dropped out of racing at the end of 1956 they like Maserati were running on old stock.

At Monza for the Italian GP, GAV and his team rubbed it in. Lewis-Evans, Moss and Brooks were 1-2-3 on the front row of the grid and it took some last-minute

jiggery by the organisers to arrange a 4-3-4 grid layout to put one red car up there among the green . . .

The Vanwalls fought a terrific race battle with the Maseratis until Brooks's throttle began sticking. Lewis-Evans's cylinder head cracked but Moss drove on and on, stopping near the end to add oil but winning unchallenged. It was the finest victory ever scored to that time by a British car in a Grand Prix, and the impact in Italy was probably even greater than the immense joy felt by all of us following the team back home.

Fangio and Maserati had taken the World titles, but GAV and his team were determined to put that right in 1958 when new regulations shortened races to 300kms, from 500, and demanded use of AvGas spirit instead of alcohol fuel. This meant considerable modification to the engines, and again Vanwall missed the Argentine race and concentrated upon the European series.

There were 10 races in the series, the Vanwalls ran in nine, won six, took a second, two thirds and three fastest laps which at that time scored Championship points. Ferrari won two GPs and the emergent Cooper-Climaxes won two — Moss in Argentina when Vanwall stayed away and Trintignant at Monaco. Moss won three GPs for Vanwall, at Zandvoort, Oporto and Casablanca, while Brooks took the other three at Spa, Nürburgring — settling an old score — and Monza. Vanwall took the Formula 1 Manufacturers' Championship trophy by a country mile while Mike Hawthorn's fastest lap tally and a string of second places edged Moss out of the Drivers' title by one fleeting point, despite both Stirling and Tony Brooks having won two more GPs than he had.

But Vandervell Products' engineering had proved itself in a world arena and GAV's ambition had been achieved. The price however, was unacceptable, for in the last race of the season at Casablanca, Stuart Lewis-Evans's third-string team car had blown its engine, and crashed off course into a small stand of trees. Its fuel tank ruptured and there was a fire, from which the driver emerged disoriented and ran away from fire marshals who could conceivably have

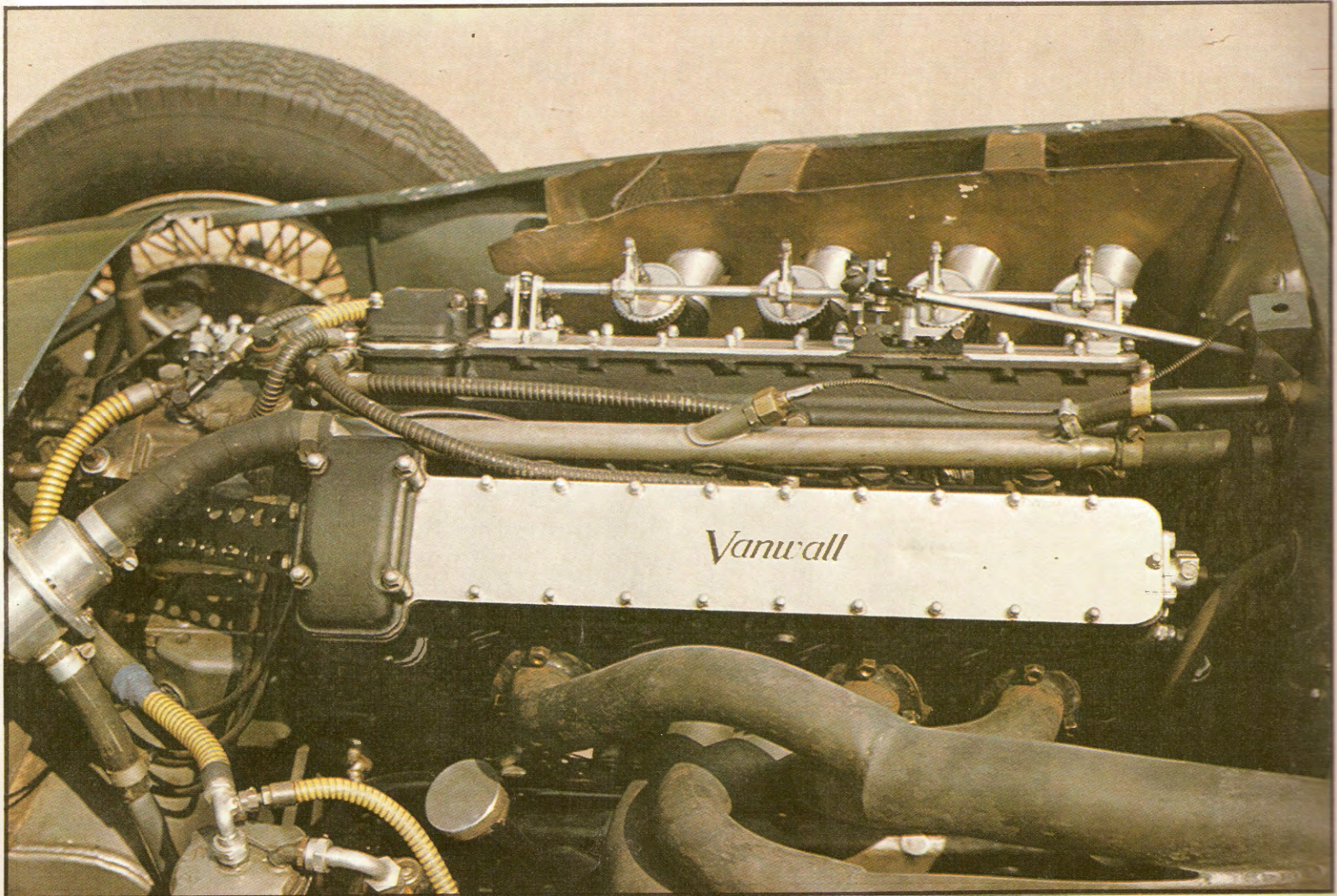
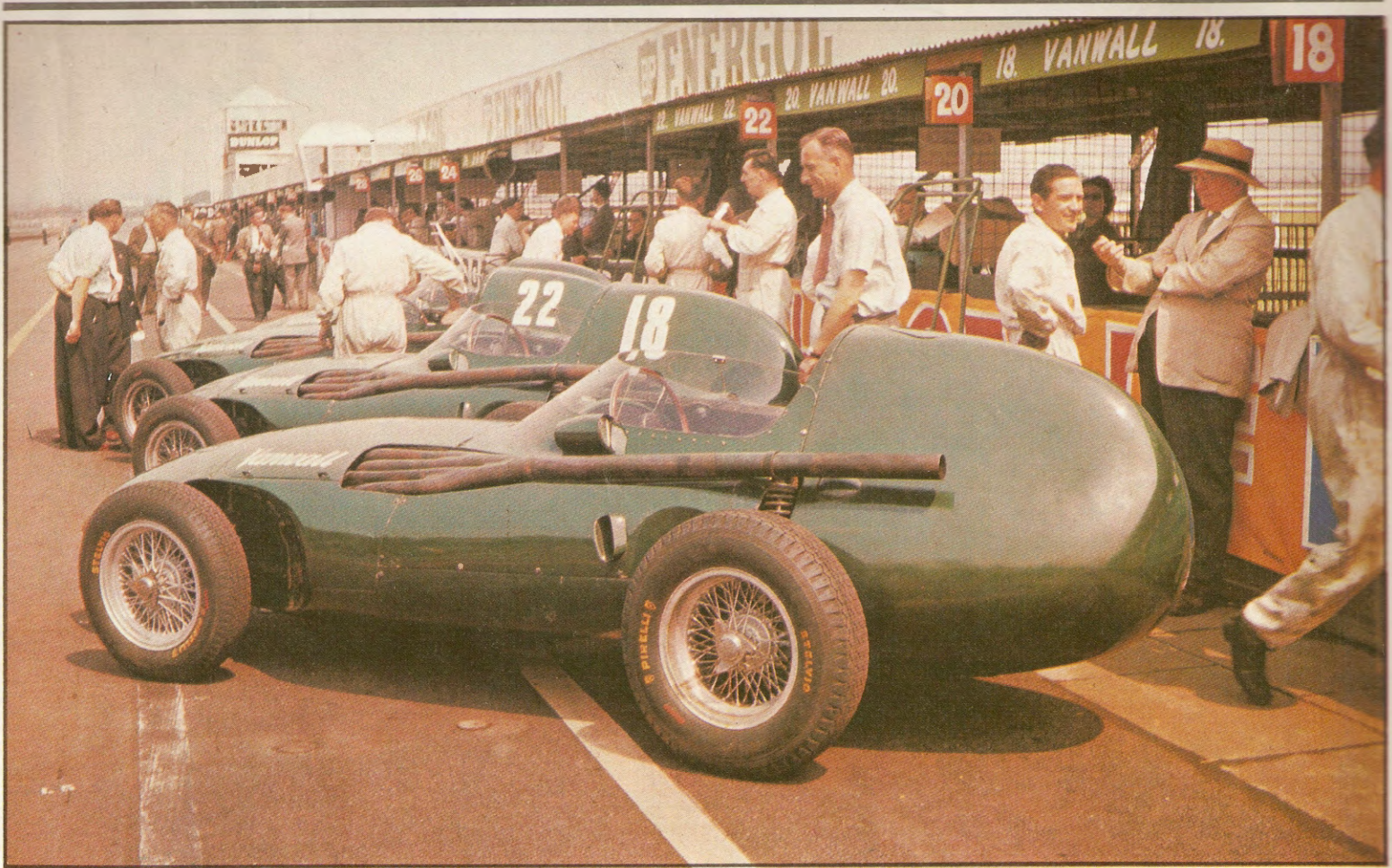
minimised his burns. He was savagely injured, and GAV had him flown home in the chartered Viscount to the special McIndoe burns unit at East Grinstead, where he died six days later. GAV took it hard. There had been talk that the effort of welding both massive business and racing operation had taken its toll of his health and stamina, and that Vanwall racing would in any case end at the close of that season. Now it was certain, and the announcement was made that the team was withdrawing. "I must now leave the good work to the other green car manufacturers, and I wish them good luck," GAV dictated for the public announcement. The team would dabble into 1961 but on a one-car occasional basis which owed more to sentiment than the rugged drive and common sense displayed thus far. That announcement spelt the real end of Vanwall as a major motor racing force, and of the superb Formula 1 operation which showed this country could do the job.

It was ironic that the Coopers which first took up the cudgels so successfully, would never have passed inspection in the Acton-toolrooms and by comparison were blacksmith's jobs indeed. But they then showed how Vanwall's firm foundation could be built upon.

On January 12, 1959, when the BBC Light Programme news bulletin announced the end of the Vanwall team a kid in Guildford took his Dinky Vanwall team down to the foot of the garden — doused them with paraffin, and applied a light. It got to you that way . . .

Facing page

Top: A stirring sight. Four Vanwalls lined up in front of the pits before the 1975 British Grand Prix at Aintree, the scene of Vanwall's first GP win 25 years ago this week. Team owner Tony Vandervell can be seen on the right (wearing Panama hat), together with mechanic Cyril Atkins (facing Vandervell, with hands on hips) and team manager David Yorke (wearing tie). Bottom: Vanwall's 2.5-litre engine. Photos: Geoff Goddard.



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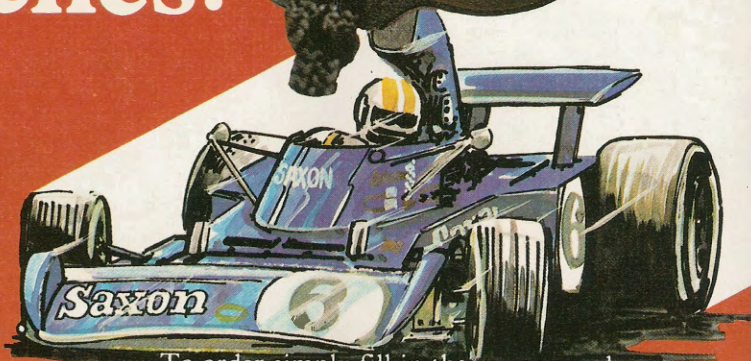
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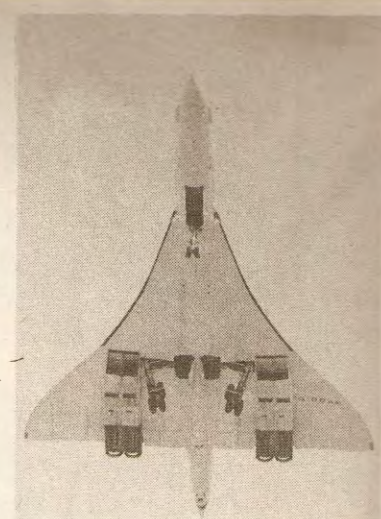
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Marlboro British Grand Prix



A lot of people came to Brands last weekend (120,000 over the three days), they queued on the roads to get in, (top) they queued to get further in once there, (above, centre), they milled about wherever and whenever possible (above) and when they found something to look at, well they just stopped and looked, even at a mechanic polishing the bodywork (below). But most of all they watched in a most appreciative and patriotic fashion, soaking up the sun (left).

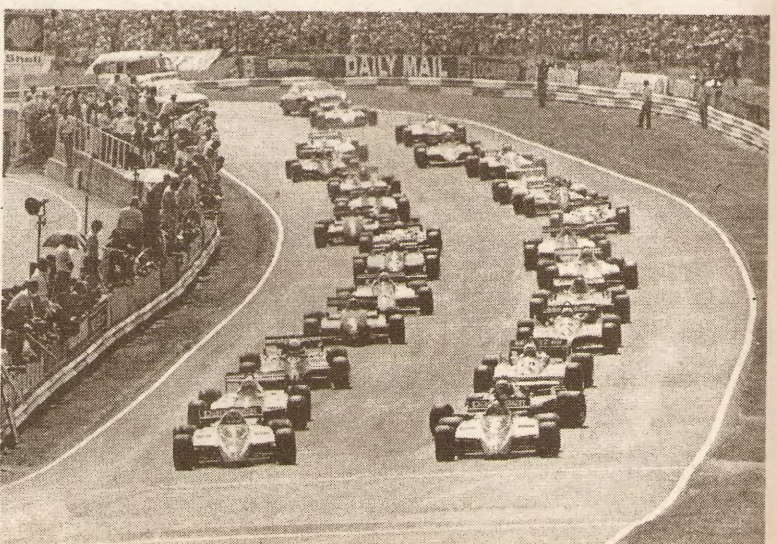


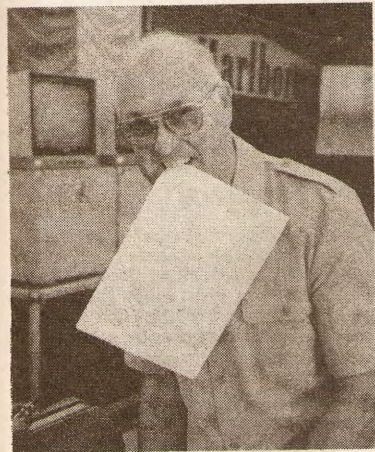
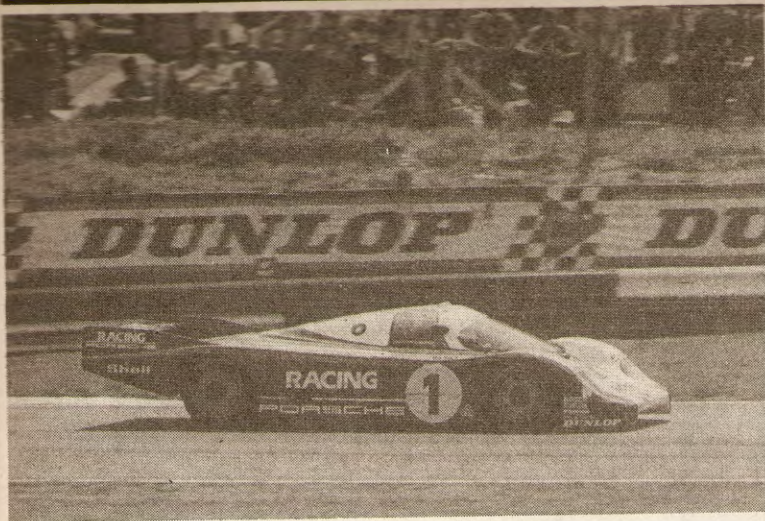


There was tremendous activity in the air including the devastating Red Arrows display (top left), the awesome presence of the Harrier (above) and the grace of Concorde (top right). Anxious moments for Watson fans (left) but no, there he is (right) but he does seem to be in a hurry. (Below far left) Anxiety shows on the face of this McLaren crew member although the pit board would suggest there is nothing to worry about. (Below left) Everyone likes a few 'Bubbles' on the winner's rostrum; but we can't all be winners as this Lotus team member walks forlornly back with Nigel Mansell's detached skirt (below). Photographs by Jeff Bloxham and Paul Boothroyd.

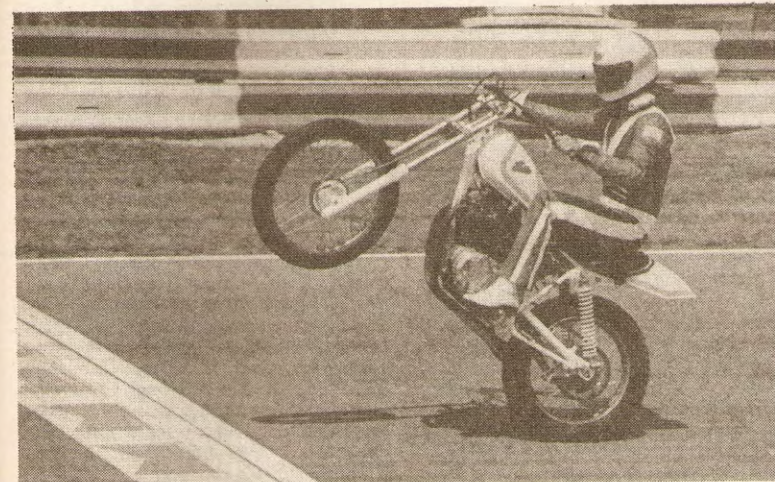


Below: As Sir Jack Brabham said: "When the flag drops, the bullshit stops." Photographs by Colin Taylor Productions.



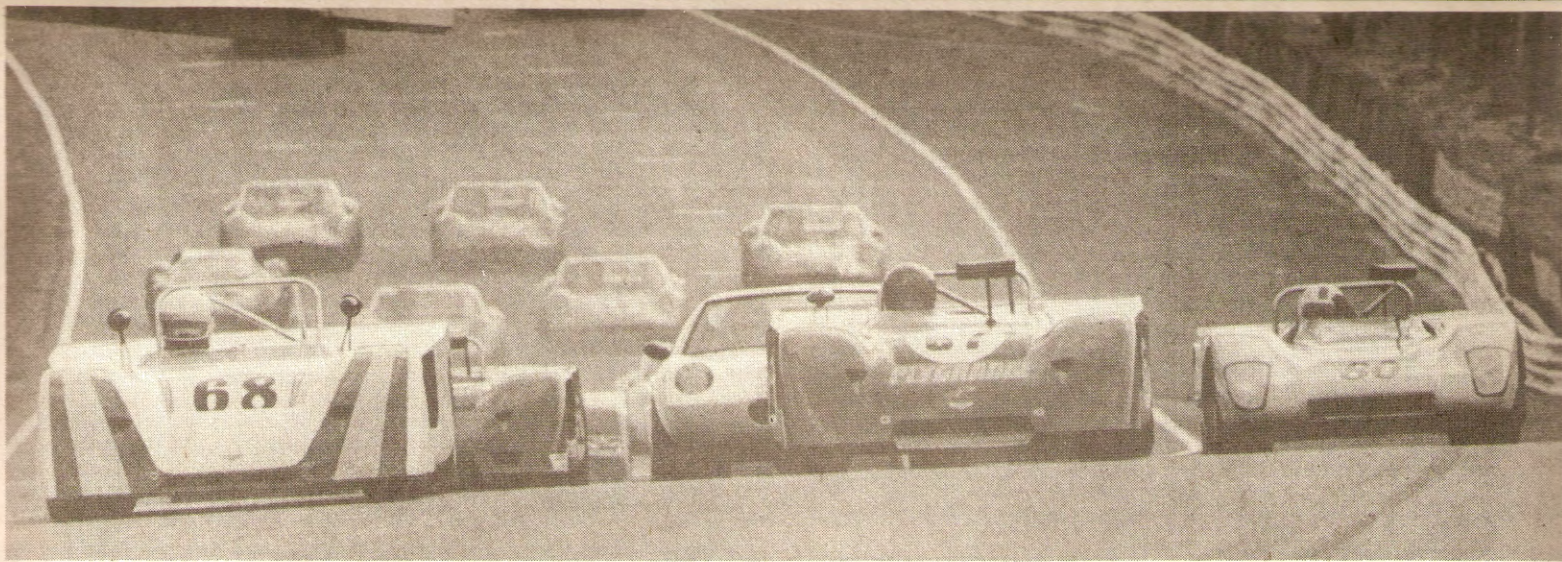


The Rothmans team were able to combine speed with glamour, (above left) the Le Mans winning Porsche 956 was demonstrated by Derek Bell, while Jochen Mass was lucky enough to enjoy the company of the delectable Suzanne Daniele and Britt Ekland (above right). Murray Walker a man who won't eat his words (left). As far as 'Emery is concerned, if you can't fix it with 'ammer, you can't fix it at all. (Below left) Eddie Kidd goes wheelie. (Below right) I'd rather be Hemeling (Below far right) the patriot on his way back from Spain to Northern Ireland. Photographs by Jeff Bloxham, Paul Boothroyd and Ralph Morton.



(Below left) Don't look now but I think there's a car coming... (right) Schhhh... Photographs by Paul Boothroyd.





The Bellini Models grid escapes with Tony Hill's Chevron B19 grabbing the lead from Vin Malkie's B19 and Ian Giles's Lola T212.

Historic sports car action

Malkie takes Bellini race with ease — Andreason second — Hill leads but retires with puncture — Atlantic race to Mallock — Wilds fastest in the BRM — Report: MARCUS PYE — Photography: JEFF BLOXHAM.

The HSCC's popular historic special GT championship has really gathered momentum this year but although the club's initiative to separate the 5-litre Atlantic Computers contenders and the 2-litre Bellini Models entrants is a laudable one at smaller circuits the races should have been run concurrently on the lengthy Brands Hatch GP course. Nevertheless the opportunity for race-goers to see double the action on Friday and Saturday was appreciatively received, Vin Malkie's Plygrange Chevron easily taking the Bellini spoils although Ray Mallock's Marsh Plant Lola T70 had to struggle for Atlantic honours against Mike Wilds's awe-inspiring BRM.

The absence of series leader Tony Charnell's Lola T212 left the door open for Richard Budge (Chevron-FVA B8) to take over the running, the mining expert finishing second in class to Richard Thwaites's earlier B6. Malkie, who prepares the Budge car, joins him at the head of the table with his Pre-'71 2-litre win while John Brindley and Mallock now control the 5-litre divisions.

ENTRY & PRACTICE: 2-litres

An excellent turnout of 24 2-litre GT participants gathered for Friday's Bellini Models counter towards the HSCC championship, only former British sports car champion John Lepp (Whyman-Ebor Motorsport Chevron B19) and Alan Eisner's Apollo B8 failing to arrive. The half-hour qualifying session brought the usual complement of dramas although these did not seriously upset the form book at the head of the field.

In the absence of Tony Charnell's class-leading Lola T212, three of the four Chevron B19s present qualified on the front two rows of the grid with Ian Giles's ex-Filipinetti Lola in their midst after a fruitful factory rebuild. Tony Hill's striped B19 secured pole despite a puncture although the Birmingham driver was confident of finding more time in the race with shorter gear ratios in the M&H-shod car. The Neil Bailey-run Plygrange example of Vin Malkie also punctured a tyre but the Cheshire man was also hampered by a gear selection fault, later remedied.

Malkie qualified second, in touch with Hill and 0.52sec better than Giles who, in turn, was 1.05sec up on Roger Andreason in Tony Gordon's North Downs Instruments car. Traces of oil were found in the red car's water system after qualifying but Roger opted to race following a cursory check. Less fortunate was Martin Birrane whose Frox Clothing B19 was withdrawn after the metering unit on an FVC hired for the occasion was found to be awry.

A magnificent effort from Simon Hadfield put the Spyder-backed Lotus 47

on the second row alongside Andreason, Simon narrowly outrunning Richard Thwaites's similarly-powered Chevron B6 to be top of the Pre-'69 contenders. "What's that you said in the preview about the Chevrons having things their own way", grinned the sometime Merzario F1 designer. "Seriously, though, the new Avon tyres have made an unbelievable difference to my lap times" — and to the car's bodywork which brother Mark had to hack away to increase clearance. Fuel starvation in left-handers hindered Thwaites who was also short of brakes on the NBRC-supported B6.

Nick Mason split these earlier cars with his immaculate John Dabbs-prepared Lola T212 after a lurid spin through Paddock on cold tyres. The other two Pre-'71 machines, David Beckett's sweet little Astra-FVA and Simon Phillips's Martin BM8 (see *Sports Extra*) both showed promise, the latter on its series debut. Beckett tried extremely hard for his time, a jammed master cylinder holding the front brakes on throughout while Phillips had Brian Martin himself on hand to sort the BM8.

The second Lotus 47, that of Ken Eady, displayed a good turn of speed following a MacDonald Engineering engine rebuild, the ex-F3 pilot qualifying for the fourth row ahead of the horde of Chevron B8s, so popular and successful in this category since their inception.

Local man Tony Gordon was the fastest B8 driver after an over-exuberant spin at the hairpin. Gordon's BMW-engined example was but 7/100sec clear of the fine Otford Packaging FVA-powered example of Jim Wallis which split a half-shaft doughnut during the

6 BELLINI HISTORIC SPORTS 6 BRANDS HATCH

session. The evenly-matched Chevrons of Bobby Bell (Paul Palmer's Clearview car with 'cooking' BMW unit), Bob Linwood and division leader Richard Budge were next up, Linwood's repaired after the St John Horsfall incident with Foulston. Budge was another to puncture a tyre, initially blaming himself for the weird handling characteristics of the ex-Rodney Bloor FVA-motivated machine. Ray Bellm's engine blew comprehensively on the Mu-Cron Chevron's third flying lap and although he could not start he set a competitive time straight away.

Chris Beauvoisin's ably-driven (if under-tyred) Piper GTR and Reg Skeels in the angular Mercury — propelled by an engine built in the transporter on the eve of the race — mingled with the other Chevrons. Roy McCarthy's smart version — with a road cam installed — still needs sorting; Malcolm Paul glazed the brake discs on the ex-Clinkard car: Peter Grant ran in a new bottom end on his, only to have the fuel pump fail while the ever-smiling Don Cressy was untroubled in his Atwell & Jenner machine. The luckless Richard Dodkins suffered "dire braking problems" on his gorgeous heather coloured B8 and thus brought up the rear. "The pedal pressure is all right but there seems to be no retardation". A pity after some promising recent form with the Ford-powered car on old Dunlop tyres.

RACE: 2-litres

A representative field of 2-litre sports cars always has made compelling viewing and the 10-lap event which set the Grand Prix meeting rolling was no exception. Alas the Astra was a last-minute casualty when it lost its drive on the final warm-up lap, Beckett pulling the car forlornly off at Paddock, soon to be joined by Dodkins who, having sorted the braking hassles, had the number 4 con-rod ventilate the FVA at the same place first time round.

Hill made a superb getaway, immediately opening a gap to Malkie while the remarkable Lotus 47 of Hadfield outridged both Andreason and Giles to arrive third at Paddock. Roger dived to the inside but Simon was having nothing

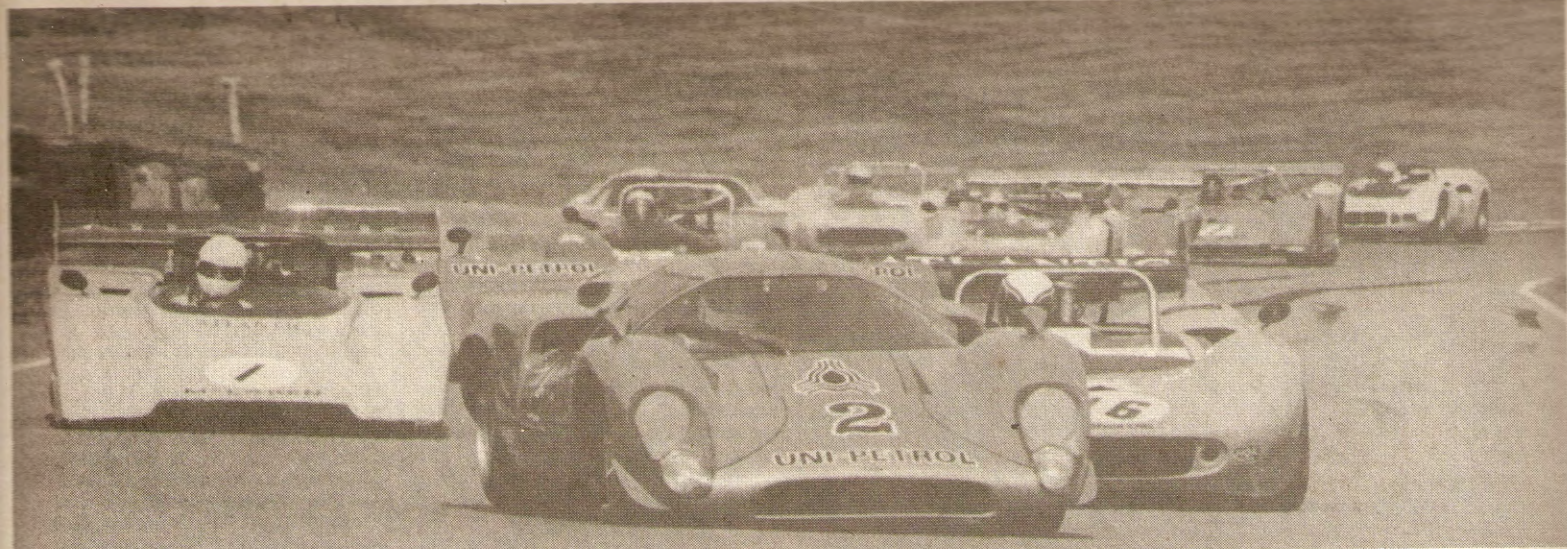
of the challenge, leaning on the open Chevron with a rear wing. Eady's 47 lapsed onto three cylinders and left the line some way behind the others but once the misfire cleared he picked up places rapidly.

Phillips made up a lot of ground in the early laps, promoting his unusual Martin to third behind Hill and Malkie on the second lap. Andreason, Giles and Thwaites soon muscled past and gallant Hadfield too, leaving the Lotus as a target for Nick Mason's pretty T212. Having had a couple of seconds advantage early on, Hill came under pressure from the right-handers, particularly at Westfield and Clearways where the road camber falls away. Unbeknown to Hill the left rear tyre had punctured again and was expelling air slowly all the while...

Still he managed to fend off Vin's advances for a couple of laps as the cars ran nose to tail. Twice Malkie essayed to the inside of Graham Hill Bend, 'just having a look', but the Plygrange B19 found a way by for good at Westfield with four laps remaining. In his effort to stay in touch with the new leader Hill pushed just a touch too hard through Clearways and the Chevron snapped away from him, spinning into retirement. Only then did the flat tyre become apparent after a characteristically tidy drive.

Let that not detract from Malkie's performance though for, he drove hard to the flag with his nearest pursuer now over 20secs adrift. Phillips knew that the solid hillclimb brakes would not slow the Martin after a few laps but when fluctuating fuel-pressure intervened also he had little option but to relinquish his place, first to Andreason and subsequently to most of the field as the engine cut out more often.

Attention now focussed on second place for Roger was steadily being caught by Giles's Lola. Ian closed in within striking distance only to put a wheel on the grass at Hawthorns, losing much time (but not third place) in the ensuing moment. The hard-trying Thwaites won the 'older' class with a fighting fourth ahead of Mason who shook off Hadfield as he established a rhythm. Budge caught and passed Bell during a race-long scrap while Skeels gradually overhauled Gordon who completed the top — unlappped — 10. Wallis had been in with the swift B8s, in the company of Linwood (minus third gear) until Jim bounced off the tyre wall at Druids.



Mike Wheatley's Lola T70 leads the Atlantic Computers field from John Brindley's McLaren M1C and John Foulston's McLaren M8C.

ENTRY & PRACTICE: 5-litres

As interesting and enjoyable to drive as the smaller cars are, the hairy 'big bangers' tend to be the focal point of historic special GT events. A few regulars from the Seldon Classic sports series were invited to bolster the field on this occasion, although the final grid comprised a rather disappointing total of 17 cars. Nevertheless the quality was good with a couple of additions to the Atlantic Computers entourage.

Particularly encouraging was the increased turnout of Pre-'71 machinery, all five contenders in the class running highly competitive — and individual — motor cars. Quickest throughout the qualifying session was Silverstone and Thruxton victor Ray Mallock in Geoffrey Marsh's fuel-injected Lola T70 coupé. Using restricted revs owing to a suspect head gasket Mallock hurtled the Cliff Smith-supported machine round comfortably in the 1m 31s bracket; good enough for the pole.

Try as he did in the latter stages John Foulston could not wrest the premier position from Mallock, the Atlantic McLaren M8C/D ending up 1.6secs adrift but well clear of its closest rivals. The other 'late model' cars all had their problems. Mike Wilds did well to qualify the BRM P154 fifth on seven cylinders, but despite worried faces in the Robinson Motorsport pit the Carrolls Transport/Duckhams car was afflicted with nothing more serious than dirt in the injectors.

Ted Williams's monster March 707, (dwarfed by Noel Gibbs's Lola T222 which was entrusted to Gerry Marshall) needed ride height adjustments to cure serious bottoming while Big Gerry was unable to complete a flying lap. The T222, unraced for 10 years, broke its throttle cable at Hawthorns so Marshall had to sit the session out and start from the back.

Mike Wheatley's DK Engineering-prepared Lola T70 was the best of the Pre-'69 cars, third quickest overall. An oil leak from the sump was mopped up in the paddock but not before a broken front wheel bearing helped the Uni-Petrol coupé into a couple of big spins at Surtees. The other T70, Nigel Hulme's Spectra Chemicals/Home Tune chassis, handled better than ever on new Goodyear tyres although fresh wheel balance weights were swiped away by the brake calipers, causing vibration.

Great verve from John Brindley in the Atlantic McLaren M1C placed the orange car behind Wheatley despite gross understeer and a puncture. Malcolm Clube's Cavalier Coachman M1C, with Ford 289 power, fairly flew round one of its driver's favourite circuits while Charles Agg and Roger Williams had

varying success in M1C and M1B respectively. David Franklin's Huntsman Garage M6B looked impressive as the former hillclimber — like many others — learned the track. The Bristolian shared the third row with Clube and Hulme.

The glorious Gulf Ford GT40 of Martin Colvill sounded superb and was untroubled on the fourth rank while Peter Millward's Chapman-Spooner tended Lola Aston Martin was further down the order but free from trouble.

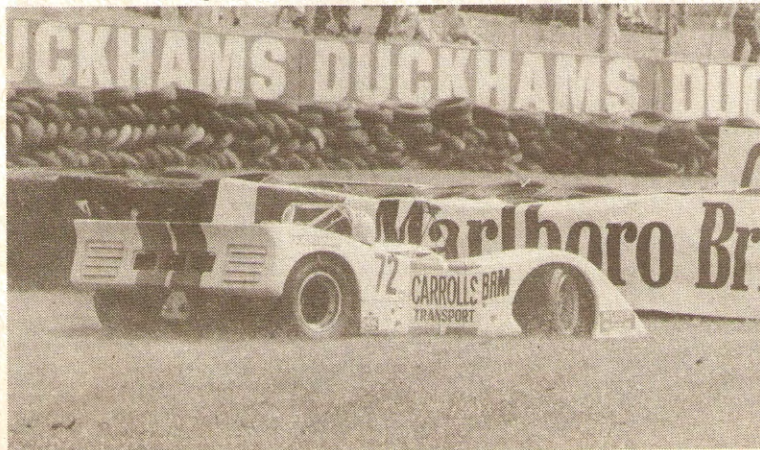
The absence of the Hon Amschel Rothschild's AC Daytona Cobra left just HSCC Chairman Brian Cocks's hulking ex-JCB/Peter Sadler Lotus 30 and Alex Seldon's ex-Bob Linwood TVR Griffith to represent the 'classic' sportsmen. Outclassed by the sheer power of the CanAm and endurance cars they were still faster than Tony Clinkard's smokey Crossle C7S.

Less fortunate still were Terry Green and the Dragon Lola team who failed to get runs at all. Green's Attila-Chevrolet cracked its cylinder heads then decided to pump water out when these were repaired while Jeff Wakelin's Lola T70 Mk2 Spyder still staunchly refuses to go.

RACE: 5-litres

A stunning start from Wilds saw the BRM blast through from row 3 to lead through Paddock with Mallock, Wheatley, Brindley, Foulston with a dragging clutch, Franklin and Hulme chasing the white wedge out into the country. Already Marshall had sliced the mighty Lola T222 through to 10th position and was making up ground fast. Hulme, who had passed Foulston in company with half-a-dozen others off the line, outbraked the series sponsor at Hawthorns and was making up ground fast. Hulme, who had passed Foulston in company with half-a-dozen others off the line, outbraked the series sponsor at Hawthorns and was making up ground fast.

Mike Wilds went straight on at Surtees when he found no brakes on the BRM.



6 ATLANTIC HISTORICS BRANDS HATCH 6

As the big McLaren trundled up the exit road the lights went green and Foulston unleashed its fearsome power in full. Alas the Lola-Aston of Millward was on an unconventionally tight line for Paddock as the McLaren rocketed out and the cars collided, spinning right round the corner shedding bodywork as they gyrated (See *Sports Extra*). Fortunately the track was cleared quickly but the leaders had to pick their way through debris on their third tour.

Wilds, driving spectacularly, eased his lead out to around 5secs before the fuel pressure began to fluctuate, an old problem with the car. Within a couple of laps Mallock was on the BRM's tail and, as the engine stuttered momentarily on lap 8, Ray dived through at Westfield. Undeterred Mike outbraked the T70 superbly at Clearways but he knew as well as his rival that his chance was gone. Mallock was content to shadow the BRM for half a lap but did not need to look for a way past as Wilds went straight on at Surtees. In his efforts to stay ahead despite the engine problem Mike had been braking more heavily than usual; eventually they faded completely.

Mallock thus cruised home unchallenged although Brindley's able run to the other class win kept the 1967 McLaren a firm second. Franklin's clutchless McLaren, having shaken off Hulme's advances, netted third while Nigel then had his work cut out in a scrap with Ted Williams and the hard-charging Marshall.

Gerry did not find a permanent way past the open T70 until three-quarter distance (by which time Franklin's slowing car was also in the group) but only after Ted had promoted himself when his adversaries found themselves balked by

the Crossle. Williams's glory was short-lived when the fuel pressure dropped going past the pits so Franklin emerged at the head again, Marshall having eased off when his driver's door came undone.

The battle of the afternoon raged racelong behind this quartet for, having usurped Colvill, Clube and Agg were going at it hammer and tongs in their McLarens. Malcolm's greater experience effectively lessened his power deficit but Charles's confidence was growing by the lap. Having sped past once, Agg was outmanoeuvred at Druids but he had a decisive answer on the penultimate lap, 'Spiderman' claiming a promising sixth position overall by a couple of lengths.

Colvill, worried by slightly low oil pressure, settled for eighth place as the final competitive runner, the race having lost Wheatley, Roger Williams and Cocks as early as lap 2.

BRANDS HATCH (GB), Jul/17, RAC HSCC Atlantic Computers Bellini Models

Historic GT championship, round 6

10 laps — 26.14 miles

Bellini Trophy Race for GT cars up to 2-litres —

Overall:

- 1, Vin Malkie (1.8 Chevron-Ford/Cosworth FVC B19), 15m 54.68s, 98.6mph;
- 2, Roger Andreason (1.8 Chevron-Ford/Cosworth FVC B19), 16m 19.79s;
- 3, Ian Giles (1.8 Lola-Ford/Cosworth FVC T212), 16m 35.25s;
- 4, Richard Thwaites (1.8 Chevron Ford-Lotus t/c B6), 16m 40.14s;
- 5, Nick Mason (1.8 Lola-Ford/Cosworth FVC T212), 16m 49.19s;
- 6, Simon Hadfield (1.8 Lotus-Ford t/c 47), 16m 54.49s; etc.

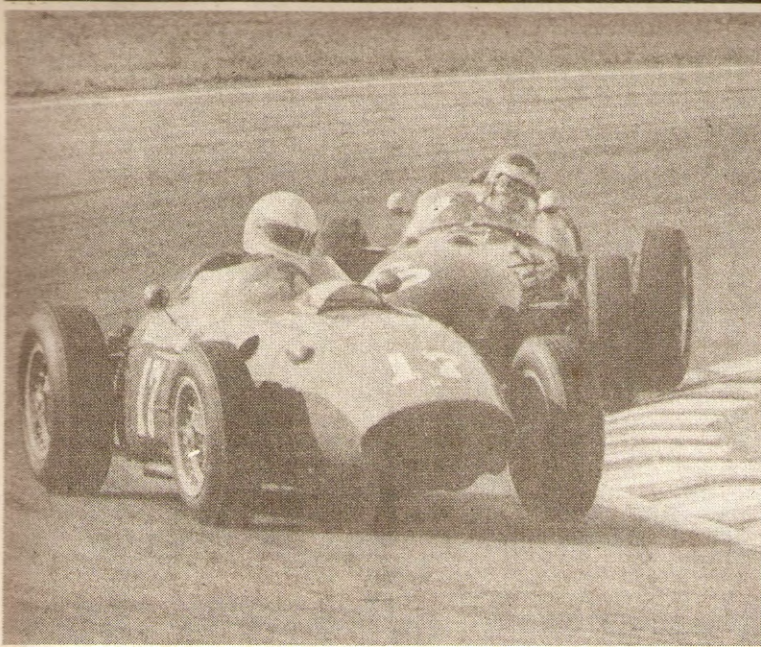
Up to 2000cc Pre-'69: 1, Thwaites, 94.1mph; 2, Hadfield; 3, Richard Budge (1.6 Chevron-Ford/Cosworth FVA B8), 17m 12.41s; 4, Bobby Bell (2.0 Chevron-BMW B8), 17m 13.12s. **Fastest lap:** Thwaites, 1m 38.05s, 96.01mph (establishes record). **Up to 2000cc Pre-'71:** 1, Malkie; 2, Andreason; 3, Giles; 4, Mason. **Fastest lap:** Malkie, 1m 32.88s, 101.29mph (establishes record).

Atlantic Trophy Race for GT cars 2-5 litres —

Overall:

- 1, Ray Mallock (5.0 Lola-Chevrolet T70 Mk3B), 15m 28.38s, 101.35mph;
- 2, John Brindley (5.0 McLaren-Chevrolet M1C), 15m 44.70s;
- 3, David Franklin (5.0 McLaren-Chevrolet/Swindon M6B), 16m 11.51s;
- 4, Gerry Marshall (5.0 Lola-Chevrolet/Dabbs T222), 16m 13.32s;
- 5, Nigel Hulme (5.0 Lola-Chevrolet T70 Mk3 Spyder), 16m 17.78s;
- 6, Charles Agg (5.0 McLaren-Chevrolet/Trojan M1C), 16m 32.21s; etc.

2001-5000cc Pre-'69: 1, Brindley, 99.60mph; 2, Franklin; 3, Hulme; 4, Agg. **Fastest lap:** Brindley, 1m 32.35s, 101.88mph (establishes record). **2001-5000cc Pre-'71:** 1, Mallock; 2, Marshall; no other finishers. **Fastest lap:** Mike Wilds (5.0 BRM-Chevrolet/Morand P154), 1m 30.78s, 103.65mph (establishes record).



Albert Obrist in the Dino Ferrari leads Alain de Cadenet in the Aston Martin DBR4.

Albert's haul

Obrist's win — Halford second — Salmon keeps title lead —
Report: MARK HUGHES — Photography: JEFF BLOXHAM.

Eighteen months after he acquired one of those famous JCB 'replica' Ferrari 246 Dinos, Albert Obrist scored his first win in the Lloyds & Scottish Historic Car Championship, round 4 of which was held after last Sunday's Marlboro British Grand Prix. Out-qualified by Alain de Cadenet's Aston Martin DBR4 and Willie Green's Cooper Climax, Obrist gained the lead on the third lap of the 10 lap race and held off mighty opposition from Bruce Halford's second-placed Lotus 16. The challenge from de Cadenet never materialised for the Le Mans specialist was forced to retire after only two laps with fuel starvation, while Green was unable to keep pace with the leaders after losing third gear early in the race.

David Ham won a fine class battle among the Lister Jaguars by beating Michael Bowler's Pace Petroleum backed car into fourth place. Mike Salmon (Aston Martin DBR1) once again won the other sports racing class to maintain his championship lead and 100 per cent record, while Richard Pilkington (Talbot Lago) and Bobby Bell (Maserati 250F) won the other two classes, the latter after a fine drive to sixth place overall from the back of the grid.

Making his first appearance in a Lloyds & Scottish round since 1980, Alain de Cadenet quickly showed how much he has been missed by snatching pole position in his Aston Martin DBR4 by 0.5sec from Willie Green, the winner last time out at Brands Hatch in the second round proving that Ken Moore's nimble Cooper Climax is well-suited to the circuit. Swiss Ferrari enthusiast Albert Obrist completed the front row in the replica long-wheelbase 246 Dino.

A pair of Lotus 16s qualified for the second row, but poor Simon Phillips was denied the prospect of racing his 2-litre maroon example after a heavy crash. Coming out of Graham Hill Bend he lost control — his team thought because of a breakage — and buried the car in a tyre barrier along Cooper Straight, causing the session to be halted. Phillips was taken to hospital but later released with injuries confined mercifully to bruising. Bruce Halford, the winner of the two Silverstone rounds this year, took the fourth slot in his Lotus 16, although he was disappointed to be 2secs off the pace.

Two Lister Jaguars came next, Michael Bowler a touch quicker in his Costin-bodied version than Stephen Langton's 'knobbie'. In 10th place, class leader David Ham was slower than expected in the other competitive Lister behind Sid Hoole's Cooper Climax and the Hon Amschel Rothschild's Maserati 250F. The Bury St Edmunds farmer put in a fine effort with his Maserati to out-point easily the similar cars of Vic Norman and Pink Floyd manager Steve O'Rourke, who did very few laps owing to overheating with his car. Even unluckier was Bobby Bell, who would have to start from the back of the grid since he was unable to get his 250F running at all during the official session. A lightning drive through the field was expected from him in Sunday's race.

First off after the Grand Prix, the historians were faced with a slippery track to sort the men from the boys. One by one the cars were push-started into life ready for the off after one lap under the green flag. Green's little red Cooper made the best start with its superior traction to nose ahead of de Cadenet, Halford, a fast-starting Hoole and a tardy Obrist into Paddock. Obrist quickly made up ground round the first lap to take second by the time they passed the pits, but Green already had a 1sec advantage and looked well in control of the race. De Cadenet was struggling to hold on to

third, the Aston refusing to run cleanly, while fourth-placed Halford was chased by Bowler, Hoole, Ham, Langton, and Rothschild, these already well clear — as the 5secs gulf in the practice list had predicted — of Pilkington, Norman, Bscher, Drake and Grist.

Obrist wasted no time in setting about reducing Willie's lead and by the third lap he was right on the Cooper's tail. The Swiss driver chose Paddock for his manoeuvre and slipped through comfortably. De Cadenet, meanwhile was in the pits, fuel starvation being diagnosed as the Aston Martin's problem, while out on the track it was beginning to look as if Green might be in trouble, so swiftly was Obrist extending his lead. In third place, Halford was bearing down on the Cooper as its pilot struggled with a sticky third gear, and when that ratio finally failed half way round lap 4 the former Grand Prix driver was through to take up the pursuit of the leading Ferrari. Throwing up his right hand as he slowed, Green looked to be heading for retirement, but he eventually found second and fourth.

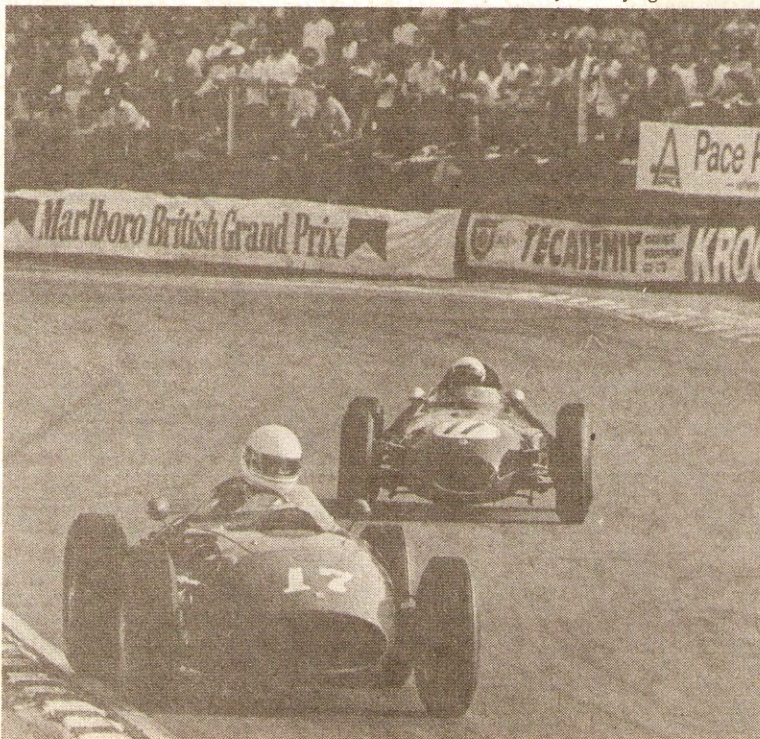
From lap 5 — half distance — to the finish, Halford pushed Obrist hard, occasionally edging alongside but never being given the chance to nip through. It was fine stuff, with absolutely no question of any showmanship: both badly wanted to win in front of such a large and appreciative crowd. Obrist showed how quickly he has learned about racecraft in the last year to keep Halford at bay and take his first Lloyds & Scottish Championship victory by a scant 0.5sec.

"It was a tough race for me," he explained between sips of champagne, "because I never had a chance to relax. After having the door shut on me throughout the race by Willie at the Horsfall meeting two weeks ago, I was pleased to be able to use the same tactics against Bruce."

Thanks to his gearbox handicap, Green was more than 20secs back at the flag, but securely ahead of the Lister battle which went to Ham.

A mighty drive from the back saw Bobby Bell pick off more than half the field in the first two laps to reach ninth place, and then haul back a huge deficit to pass Langton, Rothschild and Hoole for sixth place at the finish, and the class honours. Richard Pilkington's Talbot Lago took the pre-war single-seater class, while the earlier sports racing class fell to Mike Salmon.

Bruce Halford's nimble Lotus 16 chased the Ferrari all the way to the flag.



BRANDS HATCH (GB)

Jul 18
Lloyds & Scottish Historic Car
Championship, round 4
10 laps — 26.14 miles

- 1, Albert Obrist (2.4 Ferrari 246 Dino), 17m 47.25s, 88.2mph;
- 2, Bruce Halford (2.5 Lotus 16), 17m 47.83s;
- 3, Willie Green (2.5 Cooper Climax), 18m 09.16s;
- 4, David Ham (3.8 Lister Jaguar), 18m 30.59s;
- 5, Michael Bowler (3.8 Lister Jaguar), 18m 34.44s;
- 6, Bobby Bell (2.5 Maserati 250F), 18m 39.67s.

Single-seaters, 1931-1952: 1, Richard Pilkington (4.5 Talbot Lago), 79.2mph; 2, Alan Cottam (2.0 Cooper Bristol); 3, Paul Grist (4.5 Talbot Lago); 4, Gerry Walton (2.0 Connaught A Type). **Fastest lap:** Cottam, 1m 53.48s, 82.91mph (class record).

Single-seaters, 1953-1957: 1, Bell, 84.0mph; 2, Hon Amschel Rothschild (2.5 Maserati 250F); 3, Vic Norman (2.5 Maserati 250F); 4, Donald Day (2.0 ERA B Type). **Fastest lap:** Bell, 1m 48.71s, 86.55mph (class record).

Single-seaters, 1958-1960: 1, Obrist; 2, Halford; 3, Green; 4, Chris Mann (2.5 Lotus 16). **Fastest lap:** Green, 1m 45.23s, 89.41mph (class record).

Sports racing, postwar-1957: 1, Mike Salmon (3.0 Aston Martin DBR1), 78.9mph; 2, Chris Drake (3.8 Jaguar D Type); 3, John Pearson (3.8 Jaguar D Type); 4, Ken Rogers (3.4 Cooper Jaguar). **Fastest lap:** Salmon, 1m 53.17s, 83.14mph.

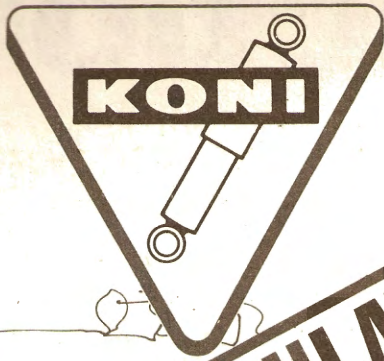
Sports racing, 1958-1960: 1, Ham, 84.7mph; 2, Bowler; 3, Stephen Langton (3.8 Lister Jaguar); 4, Tom Bscher (2.0 Cooper Monaco). **Fastest lap:** Ham, 1m 48.63s, 86.61mph.

4 LLOYDS & SCOTTISH BRANDS HATCH 4

QUALIFYING

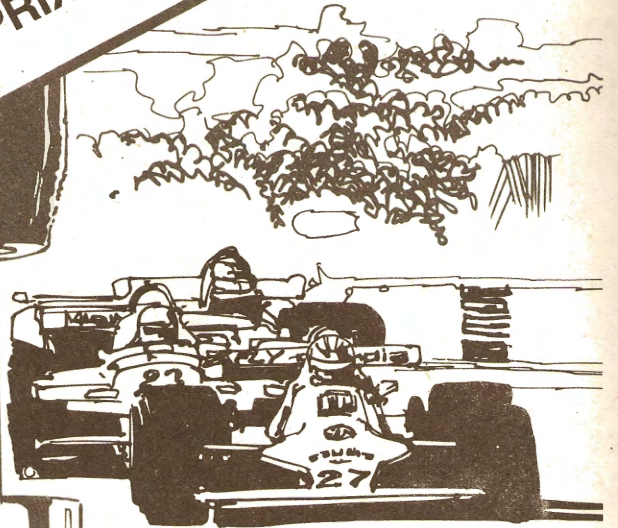
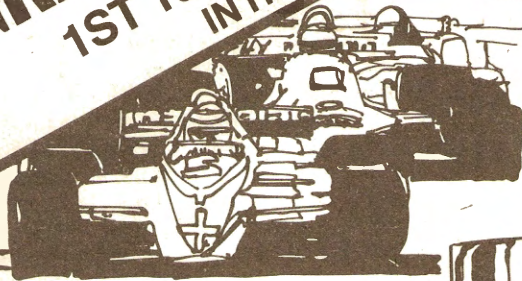
Alain de Cadenet (Aston Martin DBR4).....	1:42.49
Willie Green (Cooper Climax).....	1:42.92
Albert Obrist (Ferrari 246 Dino).....	1:43.99
Bruce Halford (Lotus 16).....	1:44.75
Simon Phillips (Lotus 16)*.....	1:48.12
Michael Bowler (Lister Jaguar).....	1:48.70
Stephen Langton (Lister Jaguar).....	1:48.76
Sid Hoole (Cooper Climax).....	1:49.10
Amschel Rothschild (Maserati 250F).....	1:50.39
David Ham (Lister Jaguar).....	1:50.43
Richard Pilkington (Talbot Lago).....	1:55.11
Richard Williams (Lister Jaguar).....	1:55.65
Peter Walker (Lola Mk1).....	1:56.45
Chris Smith (Lotus 17).....	1:56.54
Vic Norman (Maserati 250F).....	1:56.78
Jim Wallis (Jaguar D Type).....	1:56.81
Donald Day (ERA B Type).....	1:56.84
Tom Bscher (Cooper Monaco).....	1:57.76
Chris Drake (Jaguar D Type).....	1:57.78
Paul Grist (Talbot Lago).....	1:58.02
Nick Mason (ERA B Type).....	1:58.88
Gerry Walton (Connaught A Type).....	1:59.52
Alan Cottam (Cooper Bristol).....	1:59.87
Mike Salmon (Aston Martin DBR1).....	2:00.05
Willie Tuckett (Jaguar D Type).....	2:00.98
David Springett (Lotus XI Le Mans).....	2:02.40
John Pearson (Jaguar D Type).....	2:02.56
Steve O'Rourke (Maserati 250F).....	2:04.04
David Duffy (Jaguar D Type).....	2:04.51
Ken Rogers (Cooper Jaguar).....	2:05.48
Chris Mann (Lotus 16).....	2:06.64
Ian Holliday (Lola Mk1).....	2:08.52

*Did not start following accident in practice



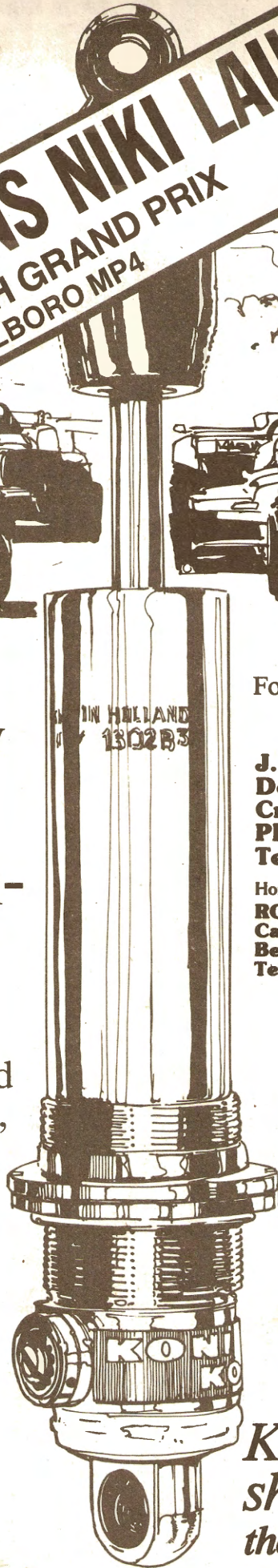
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Lauda wins in efficient style—Rosberg starts from the back having qualified on the pole—Patrese and Arnoux tangle on the grid—Sensational performance takes Warwick up to second place—Ferraris finish second and third—Fastest lap by Henton—Report: NIGEL ROEBUCK—Photography: JEFF BLOXHAM & PAUL BOOTHROYD



"For me," said Niki, "it was a race without problem. For sure, I could not stay with Piquet, no, but once he was out it was straightforward. Easy? No way. No Grand Prix win is ever easy, but I had no worries . . ."

Lauda won this one like he won at Long Beach, by being neat, calm, efficient, aggressive only when necessary. On the first lap he was very firm and assertive in beating Pironi into Druids, but thereafter there was no need of such things. Coolly, he drove away from the Ferrari, and waited for something to happen to the Brabham, which broke after nine laps. When that happened, the McLaren was home. It was a typical piece of understated Lauda superiority.

Behind him, at the end of the 76 laps, was Pironi, whose six points move him into the lead of the World Championship. Didier contended well with throttle and handling problems, and finished ahead of his Ferrari team mate, Patrick Tambay, who came through strongly in the late stages after a cautious start, and passed Elio de Angelis's fuel-starved Lotus on the last lap.

The closing minutes were busy ones, with Tambay closing on de Angelis, Daly closing on Tambay, and Prost closing on Daly. In the end, they went over the line in a great rush: Ferrari, Lotus, Williams, Renault. Without problems, the two British cars would certainly have beaten the two turbos.

Several well-laid plans went awry at the start. Pole position had been won, deservedly, by Keke Rosberg's Williams, but the Finn had an engine blow in the morning warm-up, and its replacement stubbornly refused to start at the beginning of the parade lap, thanks to fuel vaporisation. Finally a push start got Keke on his way, but he had to start from the back. After a typically flamboyant and spectacular display, he hurtled up through the field, but had to stop twice for tyres, and finally retired with low fuel pressure.

Now the inheritor of pole position, Riccardo Patrese was unable to get his Brabham-BMW off the line, and was promptly shunted by René Arnoux's Renault. Two luminaries of qualifying were out already, but Piquet shot away into an early lead. When the World Champion retired, with a broken injection pump belt, we were cheated of a rare sight in modern Grand Prix racing: the planned pit stop. Brabham's strategy was to start with low fuel load, build up a lead, refuel and change tyres, resume. May be at Ricard . . .

For most people, though, the highlight of the day was a staggering display by Derek Warwick and the turbocharged Toleman-Hart. Quick in the warm-up, Derek moved up the lap charts at an unbelievable rate, passing people like Daly, Prost and de Cesaris with ease. Finally, to frantic acclaim, he overtook de Angelis and then, quite unbelievably, Pironi. The Toleman ran second! And if a CV joint had not broken soon after half-distance, it might well have finished there. No one was about to catch it. The massive crowd buzzed with the name of a new British hero.

For the other Brits, there was disappointment. John Watson spun out of the race on lap three, avoiding someone else's accident, Nigel Mansell eventually surrendered to the agony of his injured hand, and Brian Henton had to stop for fresh tyres and a new nosecone after an early incident not of his making. Despite that, Brian then came out of the day with the fastest lap, the first in a long time for Ken Tyrrell.

ENTRY & PRACTICE

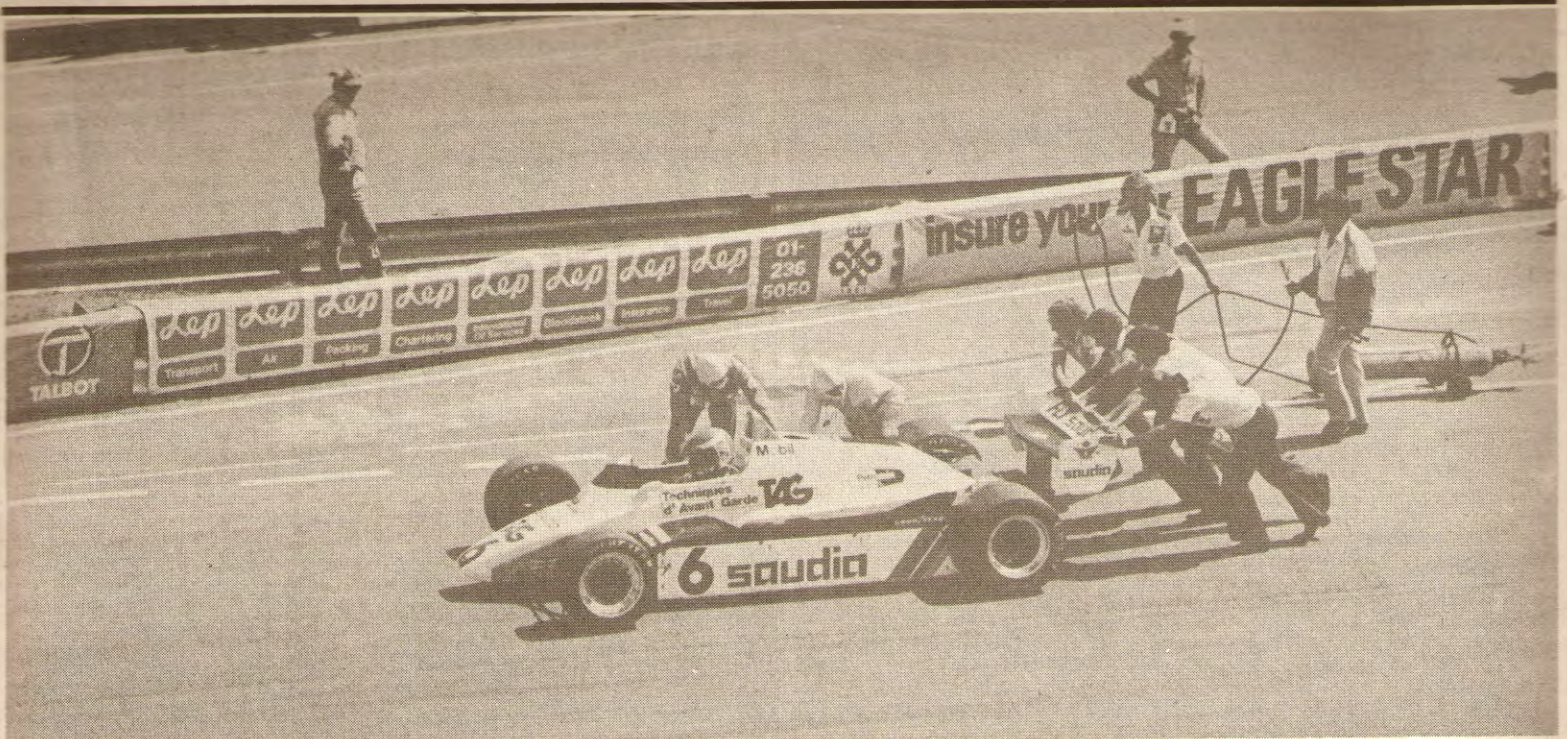
Brands Hatch, we thought, might be something of a wild card on the 1982 World Championship trail. After nine rounds, the turbos lead the Cosworth's five to four, and the month of August looks at present like a bonanza time for Ferrari, BMW and, perhaps, Renault. The Cosworth teams expect to be outpaced by Paul Ricard, Hockenheim, the Osterreichring, Dijon and Monza, but at Brands they had hopes. Testing three weeks before had seen Keke Rosberg fastest from Elio de Angelis.

"We ought to be in good shape here," remarked Frank Dernie of Williams. "The FW08 is useless in slow corners, and obviously not on a par with the turbos in a straight line, but it's really good through the quick ones, and there are no straights here that are worth the name.

"We've got hopes . . ."

So, too, had John Player Team Lotus. De Angelis's quick testing time was no trick of the light, as the young Italian proved on Friday morning, setting the best time in the first unofficial session. After that, Lotus personnel quietly preened themselves in a way we haven't seen since the days of Mario, Ronnie and the 79. Elio's time was quicker than he had managed during the tests, but would he repeat it—improve on it—when the watches were ticking? Arrive at a circuit, go quick, go slower, go slow. For some time now, that has been the Lotus pattern, and it was continued at Brands. De Angelis was never to go so quickly again.

For the British Grand Prix, one of the spare 91s had the vogueish pull-rod front suspension. Elio tried it, but set his time in the regular car. He was disappointed, when practice was all done, to be only



The Williams mechanics desperately attempt to start up Keke Rosberg's unwilling FW08, which was left stranded on the grid at the start of the warming up lap.

F1 WORLD CHAMPIONSHIP **10**
BRITISH GP

seventh on the grid, behind four turbos and two other Cosworths.

One of the latter topped the times throughout. Rosberg, more than ever, truly believed that this was the race to bring him that first Grand Prix victory. In the first timed session he flew round in 1m 09.540s, an average of 135.302mph, and was confident that there was more to come. Before the start of qualifying, indeed, some talked of getting under the 68-second mark, of approaching the 140mph lap. Others, like Didier Pironi, had their doubts: "You know, I had pole here two years ago — one-eleven dead or something like that — and I thought times would be much quicker this time, as they have been everywhere else. But when we came here to test, I was not so sure. Yes, we have more horsepower, and tyres are better, of course. But in

1980 we still had sliding skirts — and, more important, we had suspension movement. Even with the resurfacing, Brands is still a very bumpy circuit, a place where suspension would be useful . . ."

Rosberg set his best time on Friday afternoon, in spite of falling foul of Arnoux's errant Renault at Druids. Keke dived inside at the entry to the hairpin, but Rene had not looked in his mirrors, and chopped across, bouncing over the front wheel of the Williams into a spin, Rosberg continued and then came the quick lap.

On Saturday morning, the Finn all but equalled his best lap, and all his hopes for "a mid-eight" looked like being realised in the final 60 minutes. But no. "I'm not going to tell you what it was," grinned Keke, "but we made a change to the car before the last session, expecting to pick up a bit more speed. Instead of that, we wasted two sets of qualifiers. But at least we know that it didn't work, and we won't have a problem with it tomorrow . . ."

'It' was apparently a change in the ride height.

During the dying minutes Rosberg waited anxiously in the Williams pit, while others took shots at his time. Towards the end Patrese got very close indeed, and Keke was relieved when the chequered flag came out. It was his first pole position. Two years ago, in a Fittipaldi, he missed the cut . . .

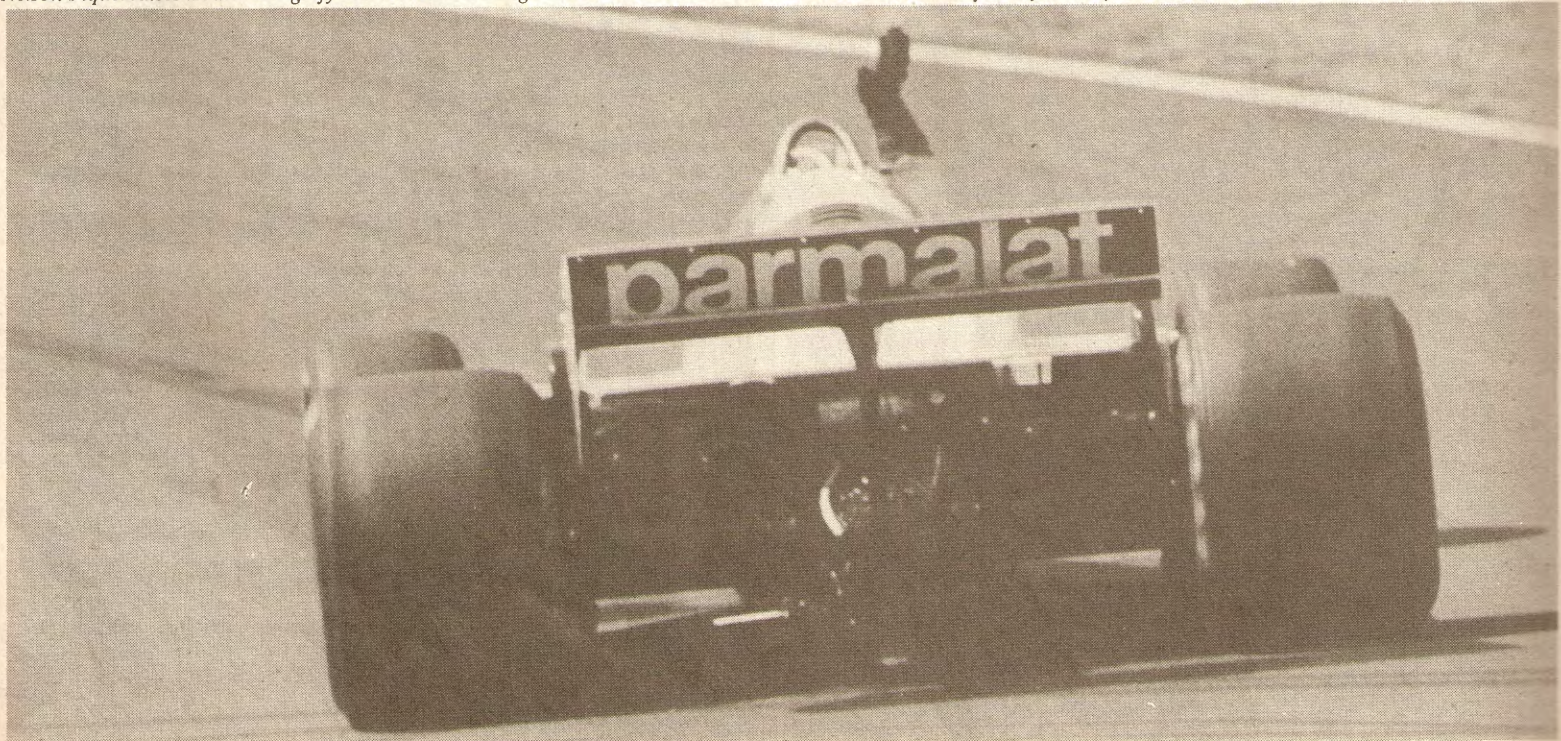
In the final hour, the Brabham-BMWs made a tremendous onslaught on the pole. Conditions were hotter — and slower — than those of Friday, but two white cars were awesome to watch. Boost right up, fuel load down, ultra-soft tyres, charge! Out of Bottom Bend and along the curving 'straight' behind the pits, Patrese and Piquet revived at least some of the spectacle of Danny Ongais and the Parnelli at the same spot. This time the tyres were wider and stickier, and the horsepower somewhat less, but the essentials were the same. Out of Bottom Bend, at considerably greater speed than Daniel's primitive USAC car, the drivers

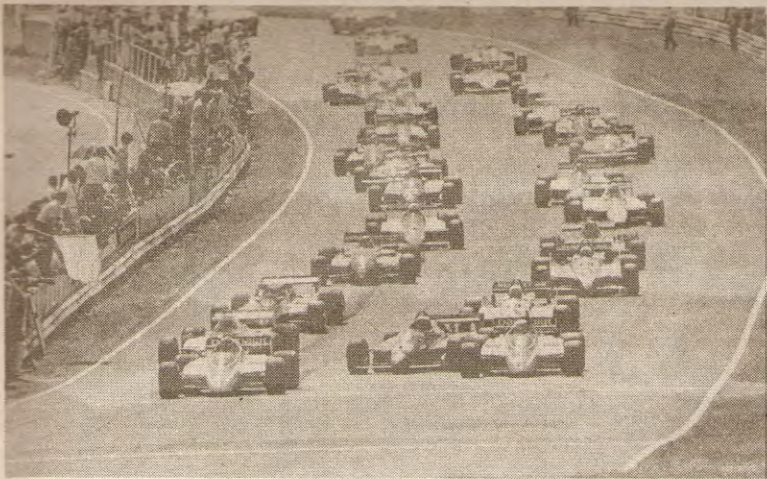
floored the throttle, tails kicking out of line as, for once, horsepower had the better of downforce. It was something to see, and reminded you that, yes, cars should always have a bit more poke than their chassis can contain.

In the end, it was Riccardo Patrese who most closely threatened Rosberg, lapping in 1m 09.627s during a period of sustained bravery. Nelson Piquet was thwarted in his attempts to make the front row. On what should have been his real banzai lap he came upon a slower car, just out of the pits, at the entry to Paddock. In his avoiding action, the World Champion had a simply enormous moment, sliding wide and over the kerbing at the exit. He was not amused. Already, though, he had done enough to make sure of third spot on the grid. Having set his time in the 'practice' car, he went out again in the race chassis for the last few minutes.

All in all, Brabham collared the bulk of the pre-race publicity, but not for

Nelson Piquet raises an arm to signify that his commanding lead has come to an end with a broken belt on the fuel injection system.





Above: the yellow flag is already out as Pironi noses round the stationary Patrese. Below: Pironi slews sideways as the power goes down. Middle below: Arnoux rips his front wheel off on the Brabham. Bottom: Prost and Daly head for the grass. Right: As Watson takes to the grass Arnoux's wheel bounces back across the track. Middle right: Fabi is put out by the errant wheel as Watson squeezes past the carnage. Bottom right: the field escape as Arnoux and Patrese head for the barriers. Photo sequence: Colin Taylor Productions.



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continued

anything achieved on the track. Why, we wondered, did the two race cars have built-in air jacks? What was the reason for the huge aircraft-type fuel fillers behind the rollover bars? Surely we were not back in the era of planned pit stops? Apparently, we were, and suddenly all the stories of secret Brabham tests at Donington became clear.

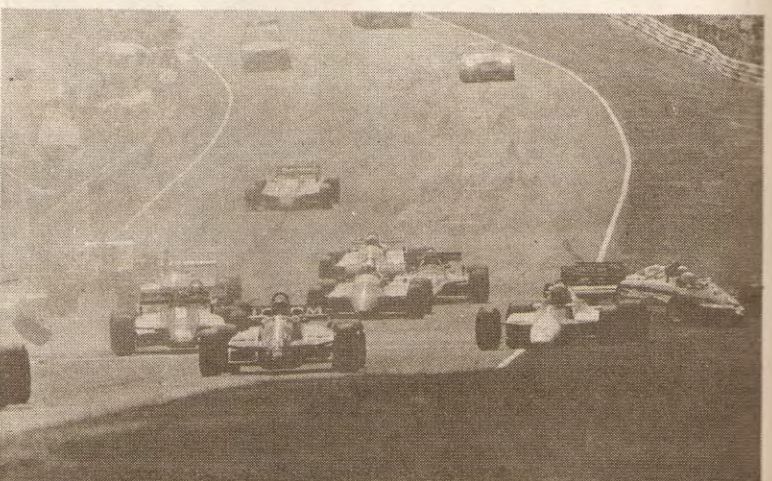
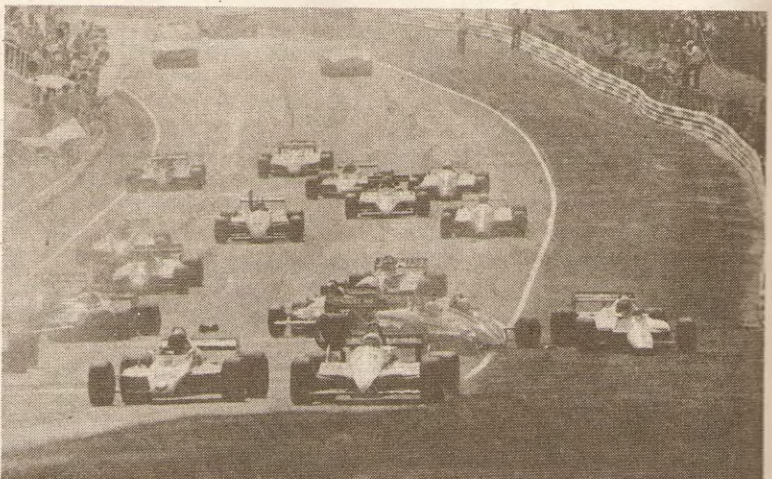
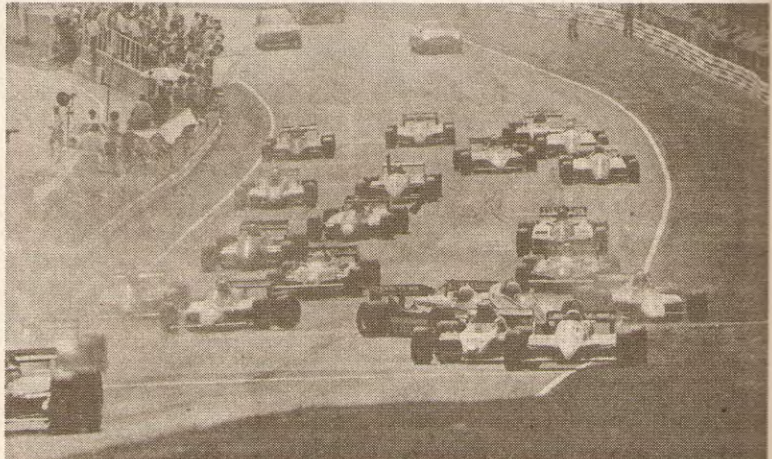
"Everyone seems to think that we're going to stop because we can't go the distance on a single tank of fuel," said Herbie Blash after practice. "But that's not it. We reckon that this is going to be the quickest way of getting our cars through 76 laps."

And there it was. If all went to plan, the Brabhams would start with half-empty tanks, charge off into the distance, build up a lead ("We think we'll need 35-40 seconds"), come in, take on fuel, change to new tyres, resume. The word

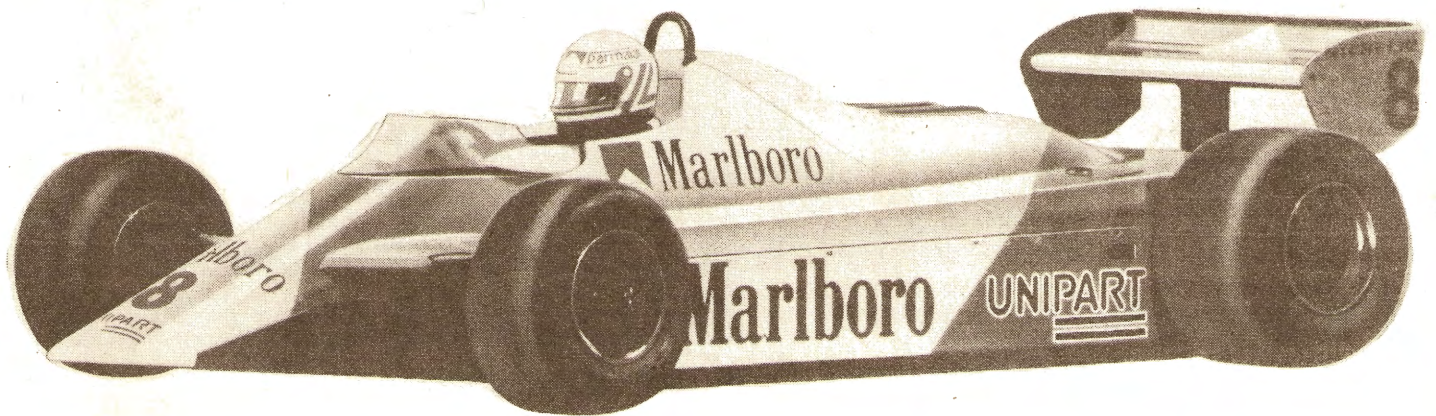
was that, at Donington, they had got the pit stop down to 34secs . . .

Was all this for real, we wondered, or an elaborate and expensive means of unsettling their rivals? Some were in no doubt that it was the latter. "No way," said Rosberg. "It's just a Gordon Murray hoax." Dieter Stappert of BMW emphasised that it was the team's intention to pit. We waited. If it came off, it would be a marvellous piece of motor racing theatre, apart from anything else, something for the spectators to relish. An alternative means of winning a Grand Prix, by God!

The Brabhams' last session dash squeezed them into second and third on the grid, thereby pushing back Didier Pironi's Ferrari, which had been second quickest on the first day. Once more, Pironi had two cars at his disposal, one with transverse gearbox, the other with the new longitudinal one. After the first untimed session, in which he tried both, Didier opted for the older car for qualifying, but an 'electrical' misfire brought him in, and he took the new one out for the last few minutes. It was in this

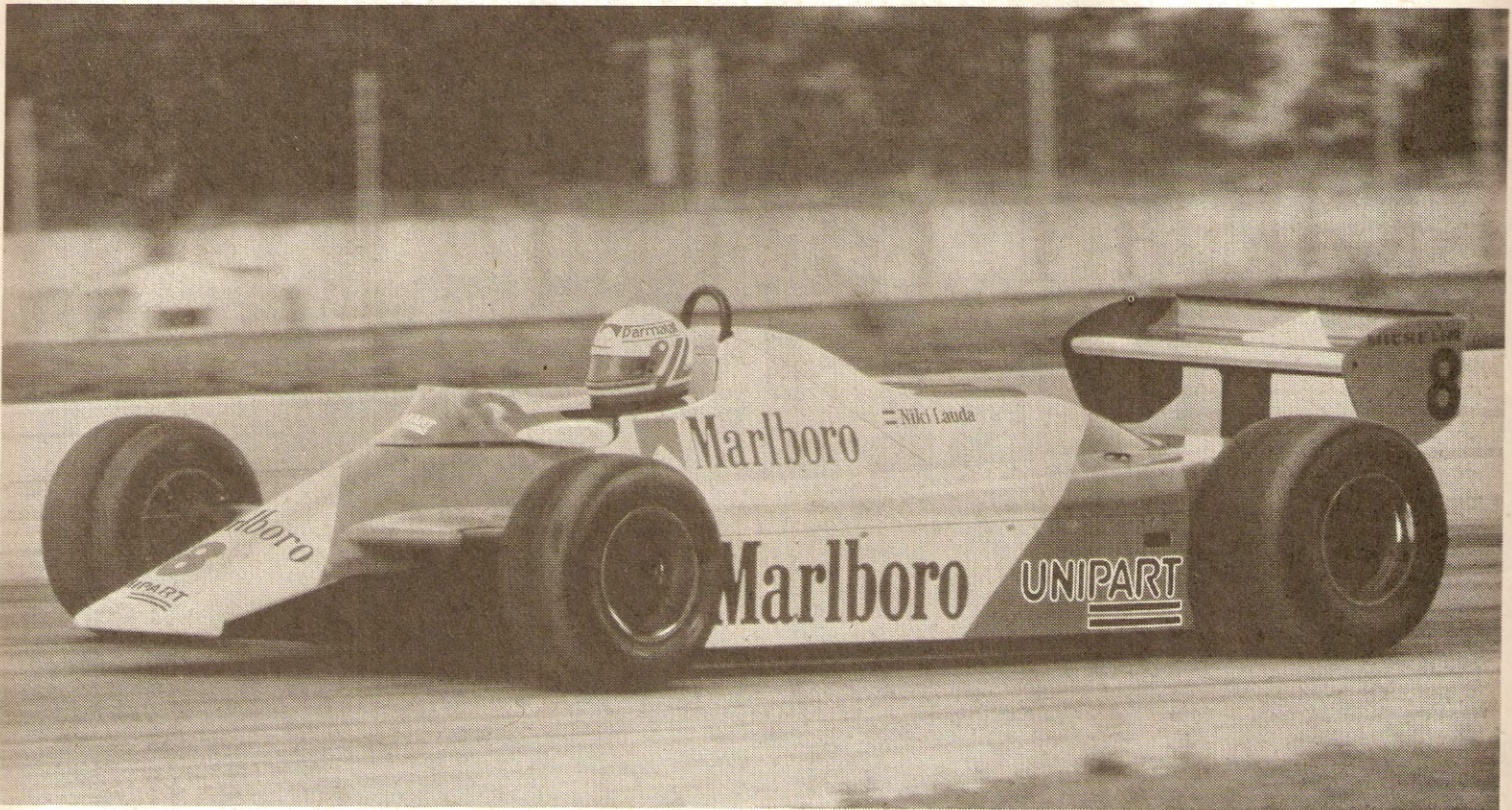


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continued

126C2 that he set his best time. "I'm surprised, because the transverse car feels quicker," he commented. "I'll use both again tomorrow, then make a decision about the race."

In the last, slower session, Pironi did not improve on his Friday time, but felt that he would stick with the older car, in which he won so convincingly at Zandvoort.

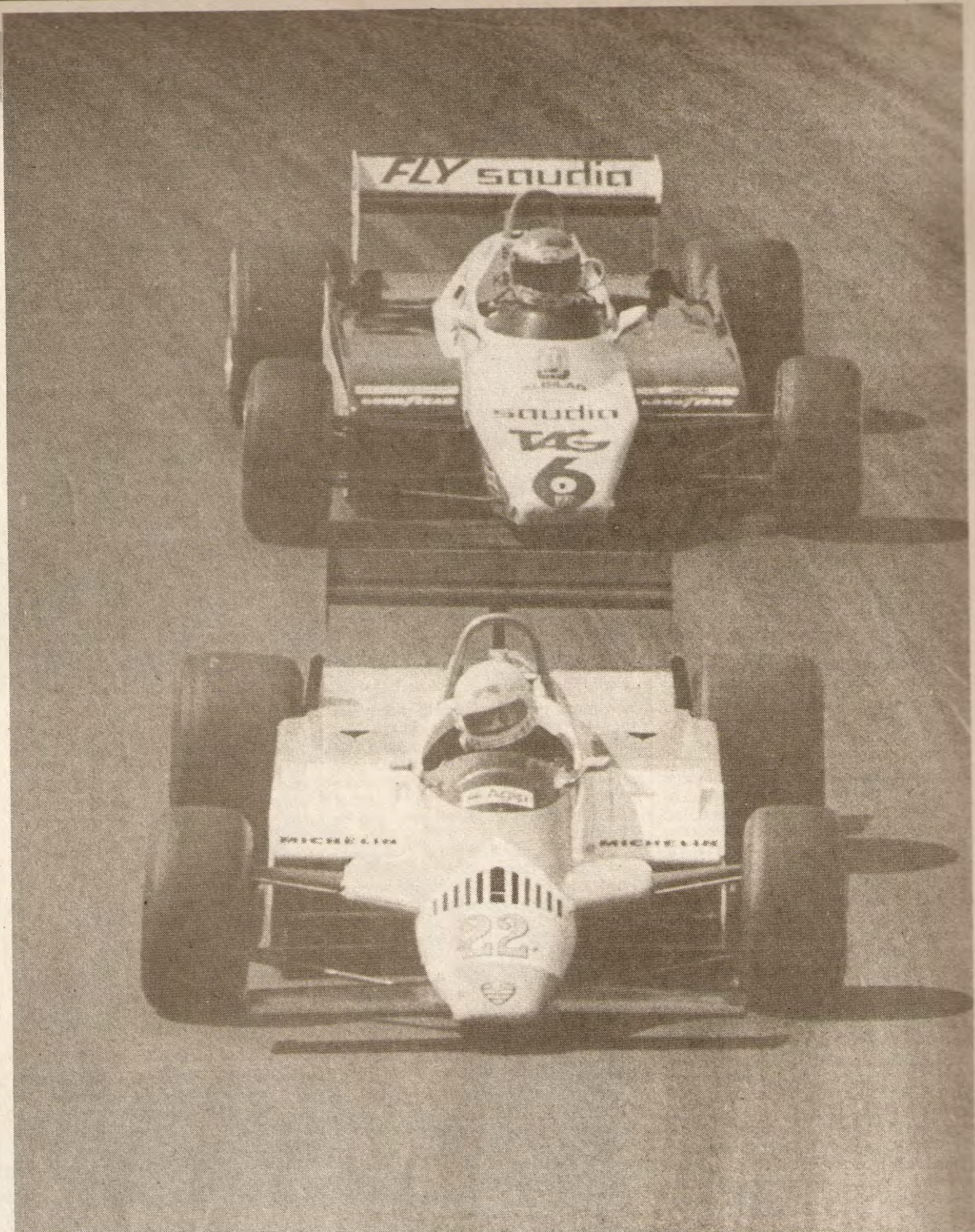
Fifth, second quickest non-turbo, was Niki Lauda's Marlboro McLaren MP4B, the Austrian at his best on this real driver's circuit driving with fluency and economy of effort and movement. Once more, you watched Lauda, and you wondered why others used so much more road. Niki was one of those to improve his time during the slower final session, and he had few complaints. From elsewhere, however, there was the suggestion that the quality of Michelin Q-tyres is somewhat variable at present, and this may have hampered McLaren somewhat.

Lauda, however, was on excellent form, off track as well as on: "No problems at all. I am happy to be fifth. Tomorrow the big thing will be to start well, not get caught behind one of the turbos while Rosberg gets away. I think it will be OK..." This was Lauda at his most confident and dangerous, at a circuit on which he has always shone. Betting men made a note of it.

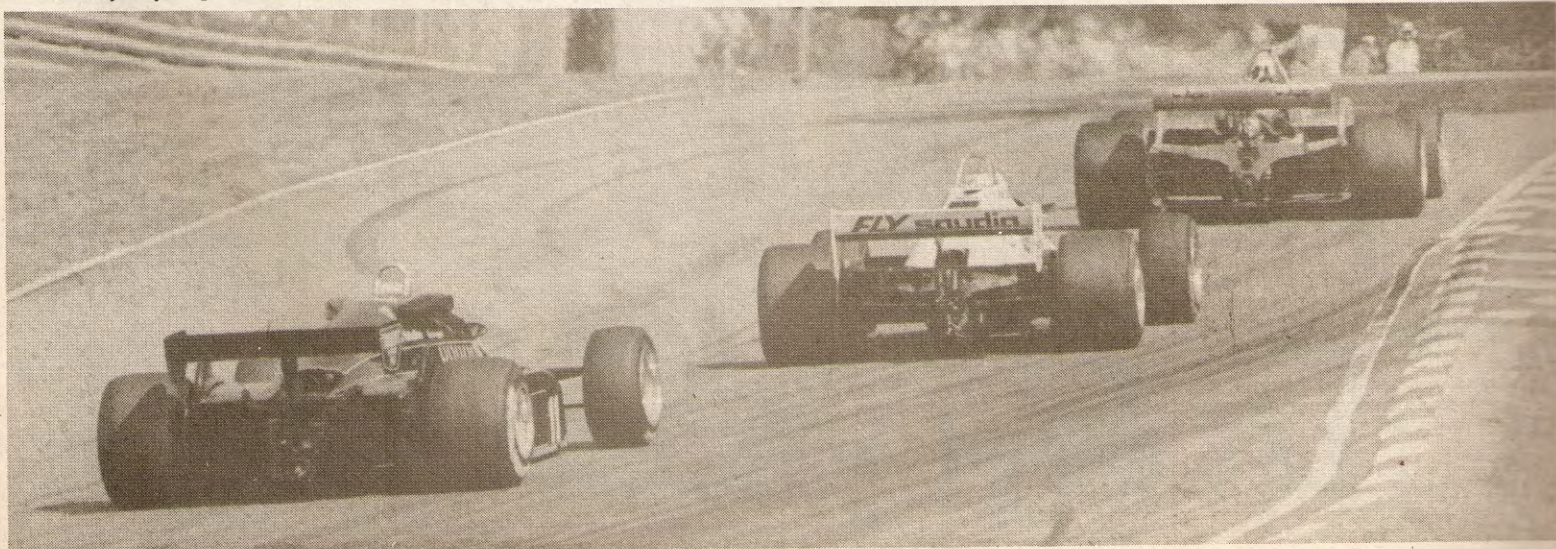
A mere three-hundredths slower than the McLaren was the Renault of René Arnoux, and this was a major surprise, not because the Frenchman is usually higher up the grid than that, and invariably on the pole, but because he detests Brands Hatch, and on the first day looked set to start among the rabbits.

René's memories of Brands are unhappy ones. In 1978 he and the little Martini team travelled over for the race, and were then turned away, not allowed even an attempt at qualification. Then, two years ago, he had an unpleasant accident in the Renault at Bottom Bend. On Friday he did not look his usual confident self, and it showed. First there was the incident with Rosberg at the entry to Druids, where the Renault clipped the charging Williams and spun. Then, a couple of minutes later, Arnoux failed to spot Frank's other car, being driven at the limit by Daly. Going into South Bank, Derek went for the inside—and René, cruising, moved the same way. It was a very fraught moment indeed, but they avoided contact somehow. "So easy to see what happened at Zolder, isn't it?" muttered a colleague.

Renault were in trouble at Brands, just as they were two years ago. "For us, this circuit is a mystery," sighed Jean Sage on



Above: During his charge back through the field Rosberg caught and passed many people. Here he chases Andrea Cesaris. Below: Derek Daly finds himself the meat in the second place battle between Pironi and Elio de Angelis.



continued

Friday. "We've never been competitive here." During the final session, though, there was a dramatic improvement, with Arnoux making the biggest jump of all—15th to sixth—by taking almost 2secs off his previous best. Increased boost was part of it, of course, but skirt and ride height changes made a good deal of difference, and René was much happier with the feel of his car.

So, too, was Alain Prost, eighth on the grid behind the de Angelis Lotus. Mechanical problems were few, although he lost valuable setting up time on Friday morning when an electrical contact broke, and he had to park out on the circuit. "We are not on the pace here, no," he grimaced, "but often we start from the front, and something goes wrong. Maybe here we get a nice surprise in the race . . ."

Row five: Michele Alboreto's Tyrrell and Derek Daly's Williams. The Zandvoort protagonists were together again, the Italian still simmering from the last encounter. On Saturday afternoon he improved his first day time by more than a second, and was content, but Derek was disappointed.

"For the last session we tried some different skirts, which made the cars turn in too quickly — to the point that you needed to correct into quick corners. For the race we'll change back to the original ones. Yes, I am a bit sad—I know I could have gone quicker in the last session . . ."

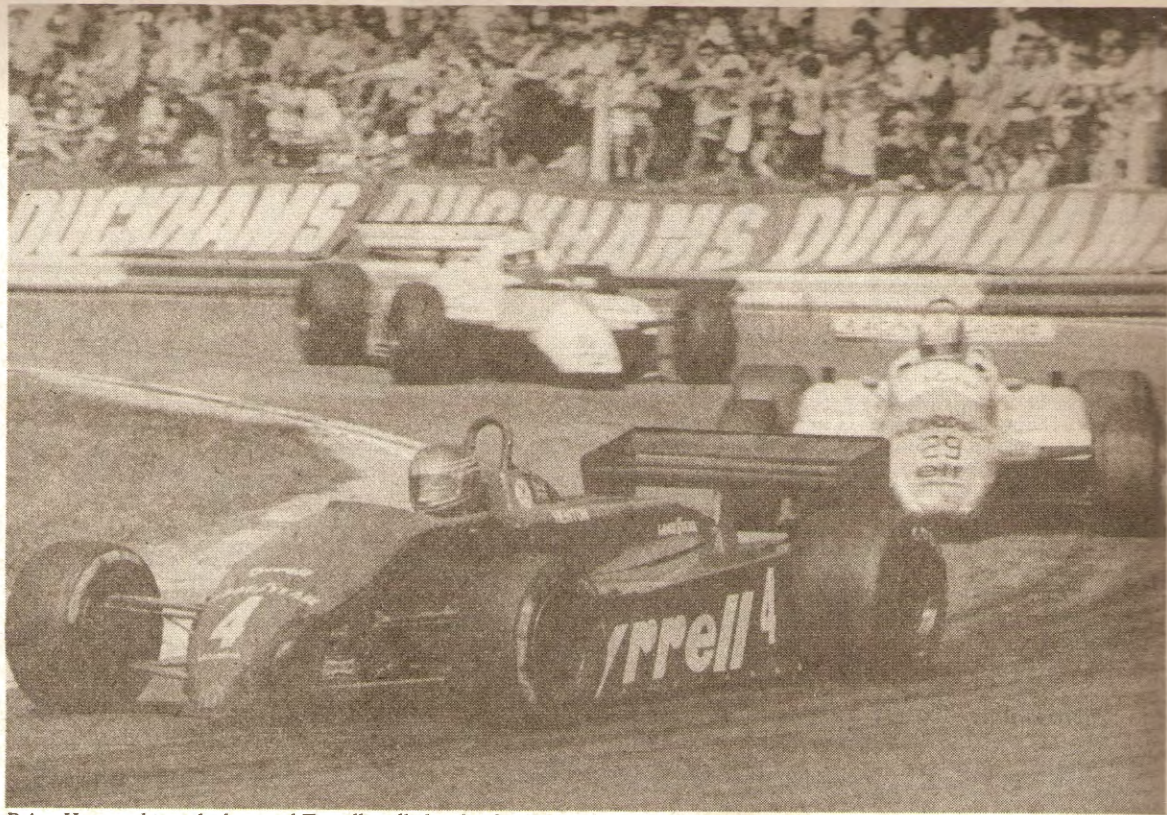
Daly had been fifth fastest on Friday, despite the handicap of a most unusual problem: "The bracket at the bottom of the brake pedal broke, which meant that every time I pressed it the clutch went in a little, too! That reduced the braking effect a bit . . . Still, never mind. I think I'll have a good race."

Red and white made up the sixth row: Andrea de Cesaris's Alfa Romeo and John Watson's McLaren. On Saturday afternoon the Italian was thwarted by a constant misfire, and was a full second slower than the day before, while John improved slightly, but not enough. He was quite happy with his car throughout the two days, but could have done without the pressure of being a British driver leading the World Championship at the British Grand Prix, which race he won last year, of course. He could also have done without quite so much traffic in the final session. He seemed to suffer more than most in this respect.

"We have an understeer problem here, and my car seems to be worse than Didier's," was Patrick Tambay's comment. "It's odd, too, because the car is normally fantastic in the quick corners, not so good in the slow ones. Here I have bad understeer at places like Clearways and Paddock. The race, I think, will be better, because the understeer is far less pronounced on race tyres." Patrick went quicker early in the last session, but then his engine cut out (a distributor fault) before he could get the best from his second set of qualifiers. He ended up 13th.

No one was surprised when Bruno Giacomelli was off the pace on Saturday afternoon. On the first day he had been right up with de Cesaris, but on Saturday morning, right at the end of the unofficial session, Bruno's car flew off the road at Stirling's, and wrecked itself against the guardrail. It was a very big accident, caused by the breakage of the carbon fibre rear wing support. "I think I'm lucky to be alive," murmured the Italian. "I had no steering, no control, nothing . . ."

And then we had the Tolemans. After Zandvoort there remained the cynics who, while not doubting the horsepower of Brian Hart's turbo engine or the



Brian Henton drove the battered Tyrrell really hard to bring him the fastest lap of the day.

new-found efficacy of Pirelli race tyres, thought that Derek Warwick and Teo Fabi would have their work cut out at a 'chassis' circuit like Brands Hatch. Never mind that Fabi had set a new mark while testing at Donington, or that Warwick had recorded the fastest race lap in Holland.

Both cars qualified easily, with Teo just pipping Derek in the last session. Forgetting Imola, two Tolemans were in a Grand Prix for the first time, and both drivers are good, hard, racers. We looked to their race performance with considerable interest. Foreign journalists now began to speak of 'Tolly-man' with respect, as did other drivers who had followed the red and blue cars.

After problems with his own car, Brian

Henton was allowed out in Michele Alboreto's Tyrrell at the end of the first timed session, and was staggered at the difference! On Saturday he just failed to break into the elevens, but was comfortably into the race, sharing row nine with the lone Osella of Jean-Pierre Jarier.

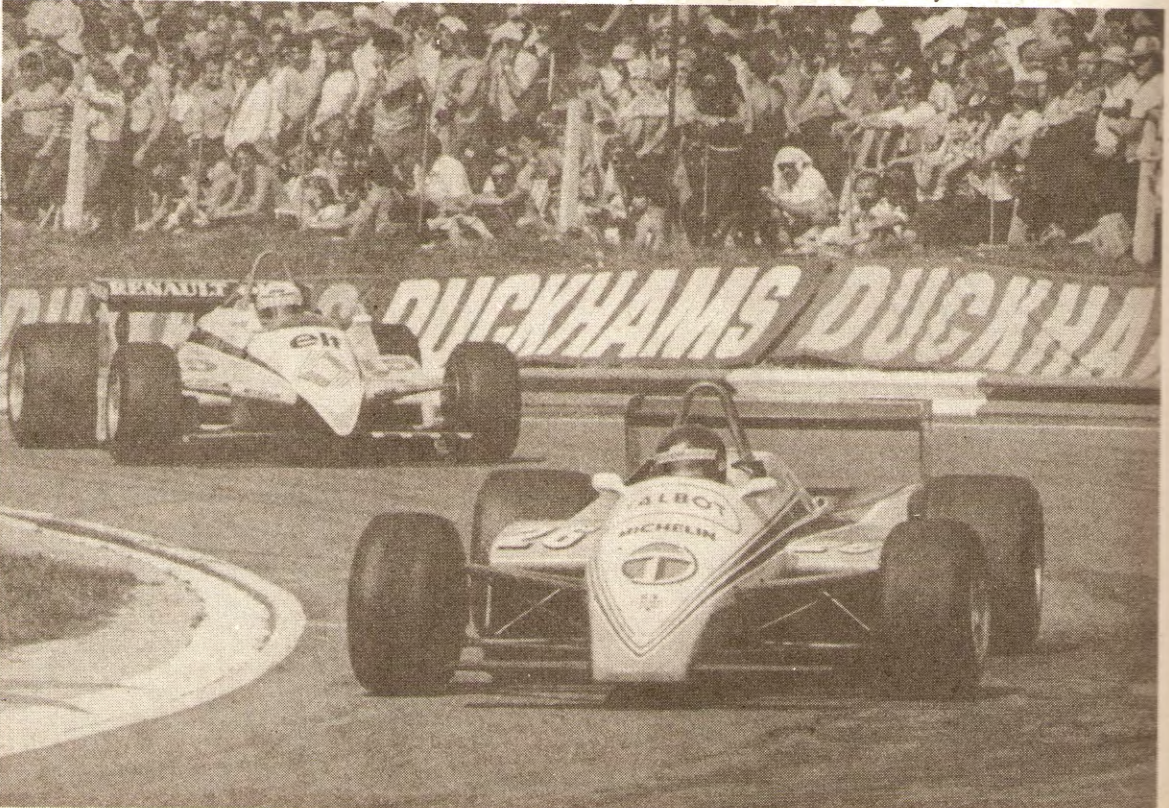
Happily for Roberto Guerrero, the Ensign's kangaroo gait at Zandvoort was lessened considerably for Brands Hatch, although it remained among the less stable cars along the undulating pit straight. The Colombian qualified 19th, faster than Jacques Laffite's quirky Talbot-Ligier JS19.

Laffite tried all he knew during practice, but the car fought him all the way, twitching out of Bottom Bend as the power was applied. Eddie Cheever,

who failed to qualify at Zandvoort, eventually gave up with his car, reverting to the JS17, in which he has a lot more confidence. Quite clearly, the blue cars were going to contribute little to the weekend apart from the blissful Matra scream.

Marc Surer and Mauro Baldi (just!) got their Arrows A4s into the race, but both were slower than Chico Serra's old Fittipaldi F8. After testing the new F9 at Donington during the week, the team decided to bring it to Brands, and Serra found it already virtually as quick as its predecessor. It looked good, too, complete with pull-rod front suspension, but Chico eventually decided to concentrate on the older car.

Jacques Laffite drove mightily in the ill-handling Talbot-Ligier JS19, here leading Prost's Renault, until forced to retire.



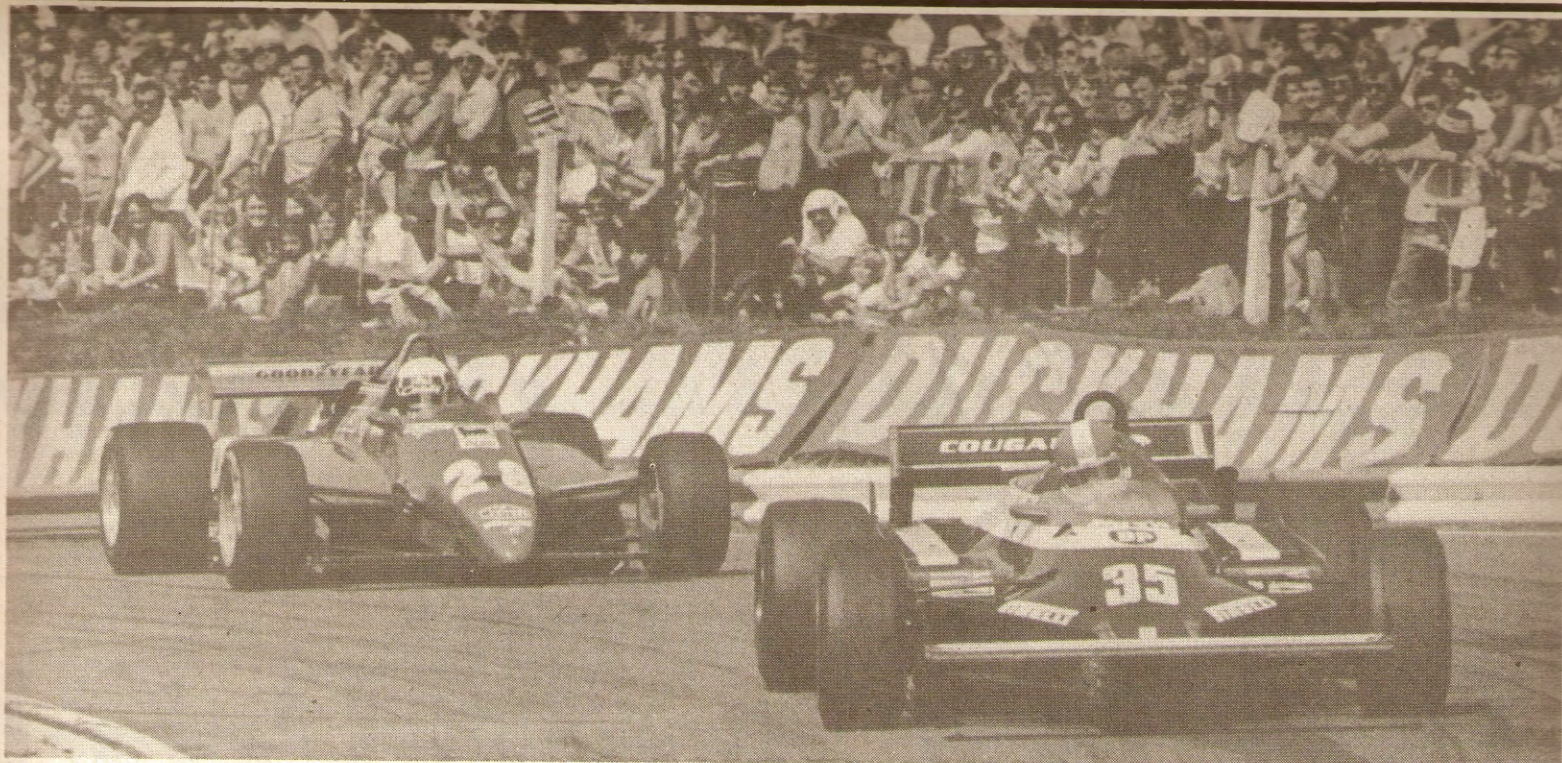
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on winning the British Grand Prix.

(Subject to official confirmation.)

Switch to **MICHELIN**



Every pair of British eyes gazed proudly on Derek Warwick as he stroked his way past Didier Pironi's Ferrari for second place.

F1 WORLD CHAMPIONSHIP **10**
BRITISH GP

continued

Near the back, inevitably, we had Nigel Mansell, very grey of face and still in tremendous pain. That he qualified at all is a testimony of his courage. "I just haven't got enough movement in my left hand to do what's necessary for a real balls out qualifying lap," he said. "I'm having to take my hand off the wheel, move it higher up, just to turn the wheel enough to get through a corner!" Mansell set his best time on hard race tyres — "There's no point in using qualifiers, because I can't get the best out of them" — and reckoned he would be OK for the race. "I know my best was a thirteen-two, but I think I can probably run fairly close to that for a long time. The biggest problem, really, is correcting a mistake. I had a huge moment at Paddock during the last session, and it was difficult to hold the car. In the end I went over the kerbing and tore off a skirt . . ."

The only March in the race was that of Jochen Mass, for Emilio de Villota's car was withdrawn, and Raul Boesel did not qualify. Earlier in the week, the Brazilian had been through a huge testing accident at Snetterton.

Others redundant for Sunday were Manfred Winkelhock, Jan Lammers and Eliseo Salazar, all of whom were within a fifth of Baldi's car, the last to qualify.

In prospect, then, was a fascinating race. Keke was on the pole for the first time. Lap for lap, he was conclusively the fastest man in the place. Would he lead from the start, run away? Or were Brabham serious about this refuelling jape and would Nelson and Riccardo disappear in the early stages? Didier was fourth on the grid, as he had been at Zandvoort. Would he move through in the same effortless fashion? And, of course, there was the calm presence of Niki Lauda, sitting there on row three, hovering . . .

THE GRAND PRIX

Race morning. The sun was up early, and we seemed set for more of the gorgeous weather of Saturday. By seven o'clock there were long queues up to the circuit, finally allaying any fears the organisers may have had. In normal times, every grandstand for the British Grand Prix is sold out by early spring, but in these days

of financial realism such was not the case this year. People clearly decided to wait and see how they were fixed, come July, before digging so deeply into their pockets.

Perhaps there were other factors, too. Grand Prix racing's incessant civil war doubtless accounted for a degree of absenteeism by disillusioned fans. And a member of the Brands staff recalled the days after the death of Gilles Villeneuve, when many thousands of pounds' worth of tickets were returned, and new applications dried to a trickle. In the face of such facts, there nevertheless remain figures in the Formula 1 hierarchy who still proclaim that hero-drivers have no pulling power.

When it came to it, however, enough people had enough spare loot to make the trip, after all, encouraged by whoever decides where to beam the sun on a given day. Brands was packed.

Moreover, there was plenty to keep them occupied, apart from the inevitable supporting races. Every aspect of the air display was fabulous, from the Pitts Specials to the Harrier. In the midst of all the sound and fury, Dizzy Addicott flew gently and quietly over in the 'Ruskin Airlines' Dakota, and then came Concorde — "It really *doesn't* make any more noise than any other jet airliner" (it says here) — majestically sweeping by three times, before giving a truly impressive display of acceleration away into the skies. The Red Arrows, with some new routines in their display, were as breathtaking as I have ever seen them, and had perfect conditions in which to work.

But the star, of course, was the Harrier. It was demonstrated at Brands two years ago, and left everyone open-mouthed. It also left a good few without hats, one or two motorhomes without awnings, several concession stands stripped clean. But this time there were no such mishaps, and it all meant rather more, the aircraft having performed so nobly in the Falklands recently. As it hovered above the Brands bowl, in calm and dignified stance, the aircraft several times dipped its nose in salute, and the reception from the spectators was rapturous, many waving wildly, others holding aloft the Union Jack. It was a moving moment, and a very hard act for racing cars to follow. Finally, the Harrier moved away, seconds later swooping low over the paddock in a burst of dramatic speed, leaving everyone a little stunned by its sheer capability.

In 1980, the aircraft remained on its pad, on the infield at Clearways, throughout the race, where it looked a trifle vulnerable. Late in the day, Eddie Cheever's fractured Osella seemed on course to hit it, but thankfully stopped short. This time no one was taking any chances . . .

And so to motor racing. Throughout the air display, the Williams mechanics were hard at work. During the morning warm-up, Rosberg's car had jumped out of gear, and when he came in there was eleven three on the rev counter. For Keke, it was the first stop in a frustrating afternoon.

In the pits, most attention was focused on the Brabham area, on the beautifully-liveried fuel churns, on the day-glo stripes on the road leading the drivers to precisely the right point for their stops, on the mechanics, clad in fire-proof overalls (complete with Parmalat identification!). Were they *really* going to stop? "If this is a hoax," said one of the crew, "I'm going to be bloody mad about all the practice we went through last week . . ."

"We're aiming to come in at about half-distance," said Herbie Blash, "but unfortunately the Goodyear compounds available here don't really allow to take advantage of using softer tyres." The Brabhams, when they went to the grid, were on 'A' compound tyres, like their rivals.

As they set off for the final parade lap, Rosberg's Williams was left behind. The engine change had been completed in good time, but now there was a problem with fuel vapourisation, and the Cosworth refused to fire up. For some time even a push start failed to bring it to life, but finally it caught and Keke laid rubber into Paddock, having quite a busy time there on his cold tyres. For him, the parade lap was at racing speed, but when he completed it the grid was already formed, and there was no alternative but to start from the back. First to last. It was an appalling break.

Patrese was now the pole man, of course, but when the green light flashed the Brabham-BMW did not move, and Riccardo waved his arm, engine apparently stalled. Later he said that first gear had jumped out as he let in the clutch. Whatever, there was now a large white obstacle to everyone the left side of the grid. Pironi, directly behind, somehow jinked to the right — without apparently lifting his right foot! — but

Arnoux, behind the Ferrari, was less fortunate or less alert, and the Renault slammed into the Brabham, both cars out on the spot.

This created a busy situation for others behind. Prost and Daly squeezed through on the grass without too much delay or difficulty, but Watson was less lucky, being forced right over towards the barrier, which he somehow contrived to avoid. For last year's winner it was already a bad day, but there was worse to follow.

Another sad victim of the Patrese-Arnoux fracas was Fabi, who got away really well, then found the Renault's nearside front wheel in front of him, with no room to swerve. The Toleman rode over it, another instant retirement.

If Patrese's day had been a disaster, however, Piquet had got off magnificently, and came by at the end of lap 1 with a firm lead from Lauda. At Brands on the first lap the Austrian really put the squeeze on Pironi to hold his place, and you remembered his words in practice: "I mustn't get stuck behind one of the turbos . . ."

Even Niki, though, was hardly stuck behind the Brabham-BMW. In those early laps he truly worked the McLaren hard, but Piquet continued to recede into the distance. Light fuel load? It certainly looked that way. The World Champion was *flying*.

So, too, was the amazing Rosberg. In the course of an extraordinary opening lap the number 6 Williams passed eight cars; and came by in 15th spot. By lap 3 it was 12th, by lap 13 up into sixth. You could sense the anger in the man.

Lap 3 brought disaster for several. Going into Hawthorns, Serra made to go by Jarier, and the two touched, the Fittipaldi bouncing over the Osella's right front wheel. In an instant, Serra's car was in the air, coming down heavily on the outside of the track before hurtling

continued on page 49 ▶

Facing page

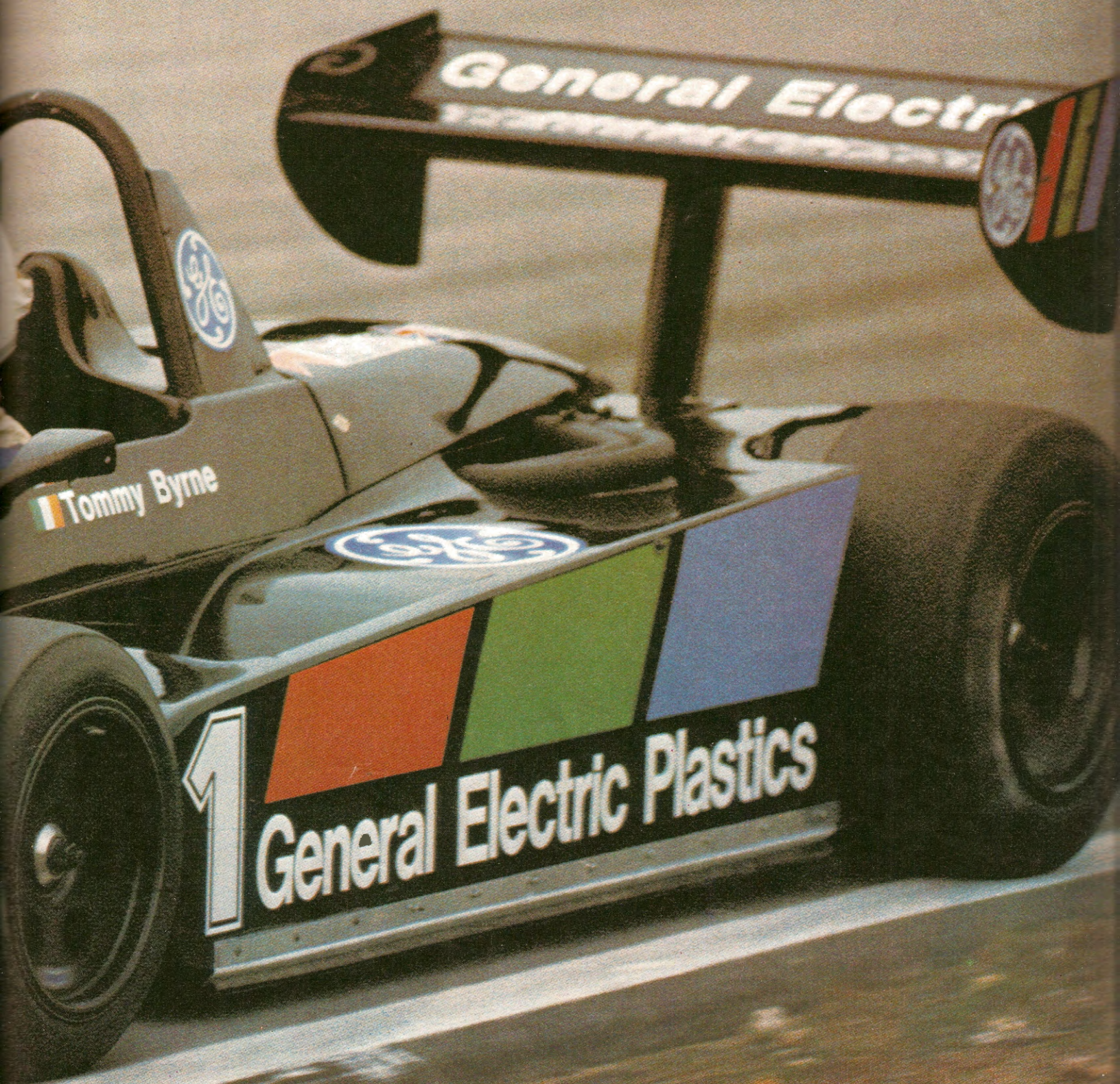
Niki Lauda heads for his second victory of the year. After Nelson Piquet's retirement, the Austrian remained in command throughout in his Marlboro McLaren. Inset: Alain Prost salvaged a point for Renault after yet another disappointing outing for the French team. Photos: Jeff Bloxham.



Tommy Byrne with General

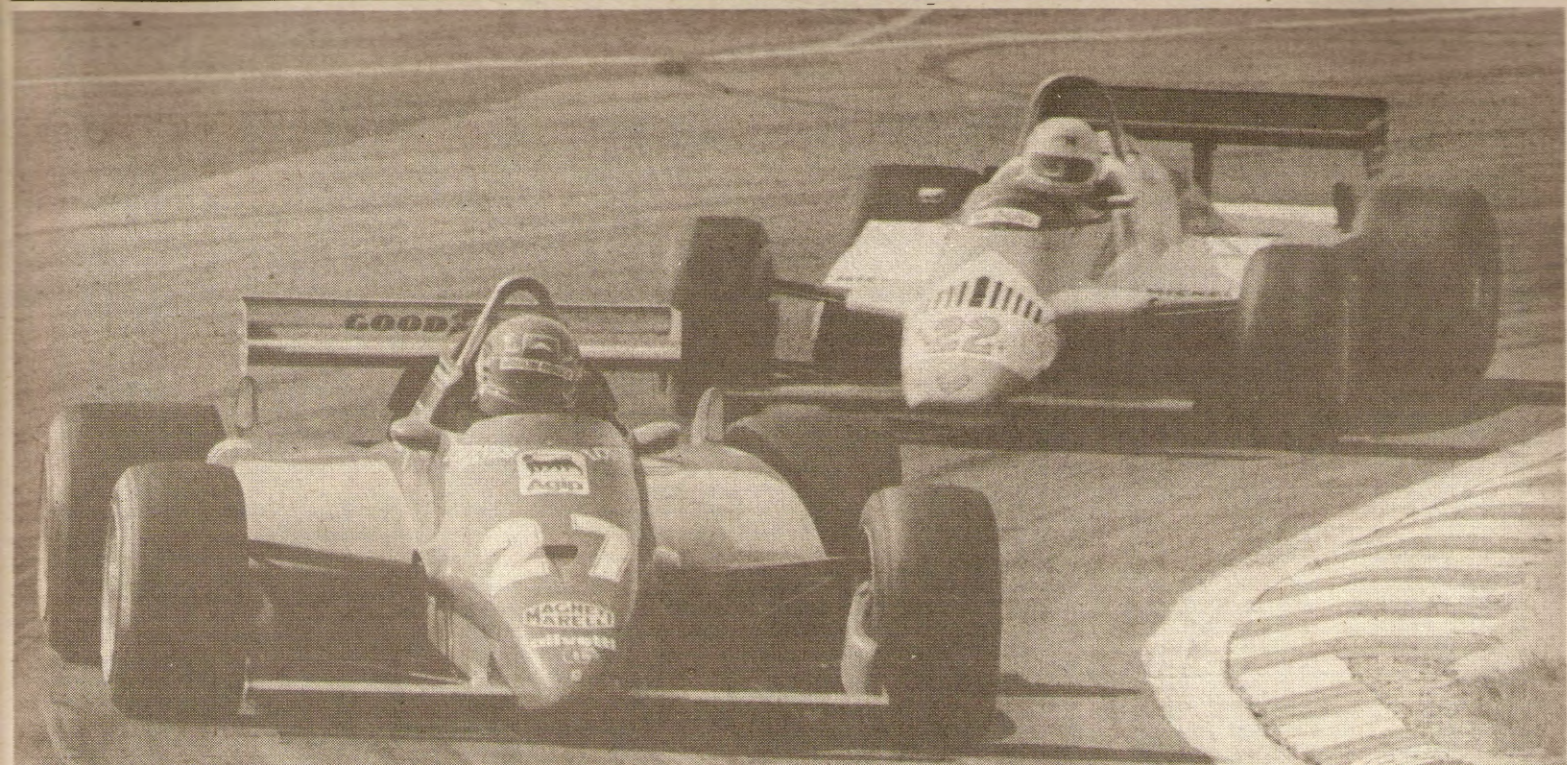


nd Murray Taylor racing ahead Electric Plastics Europe



Autosport





Patrick Tambay displayed great flair and determination to bring the Ferrari home third and score his first championship points in only his second GP of the season.

F1 WORLD CHAMPIONSHIP **10**
BRITISH GP

continued

backwards into the guardrail. On impact, the car flipped upside down, and a small fire started. Quickly the marshalls righted the Fittipaldi, and its fortunate driver was able to climb out, shaken but uninjured.

The shunt had repercussions for others, too, notably the luckless Watson, who spun to avoid the accident. The McLaren, completely undamaged, came to rest on the grass with a dead engine, which resisted all John's attempts to restart it. Sadly, there was nothing to do but walk home to the crowd's sympathetic cheers. Had it not been for the startline debacle, Watson would have been ahead of Serra and Jarier . . .

Another to suffer here was Guerrero, who braked hard at the accident scene, and was punted by Henton's Tyrrell. An oil line on the Ensign was holed in the impact, and a lap later Roberto's engine blew up expensively, while Brian was able to continue, the nose of his car damaged.

Amid all this, a pattern was developing at the front. Piquet was extending his lead by around a second a lap, with Lauda comfortable in second, Pironi in third, followed by de Angelis, Daly, de Cesaris and . . . Warwick, who had started 16th, and was up to sixth after only seven laps! Already in trouble was Alboreto, who had made a great start, but pitted at the end of lap 5 to report excessive porpois-

Facing page

Top: Didier Pironi's second place moves him into the World Championship lead. All weekend his Ferrari 126C2 looked threatening at Brands Hatch. Centre: All eyes were on Nelson Piquet's Brabham-BMW for the first 10 laps, but the Brazilian's early retirement from the lead meant that the rumoured mid-race fuel stop was never seen. Bottom: Although Michele Alboreto retired his Tyrrell, team-mate Brian Henton took fastest lap during the closing stages of the race. Photos: Jeff Bloxham.

ing. A skirt was loose.

After nine laps, Piquet had a lead of 10secs, which was right on schedule. The team, you recall, had calculated that they needed a 35sec advantage to stop at half-distance, and Piquet looked to have a very real chance of achieving that. But as he pointed the Brabham into Paddock for the 10th time, Nelson was coming down off the pace. Through Druids he was cruising, and along Bottom Straight he pulled off onto the slip road behind the paddock. The fuel injection pump belt had broken. All the refuelling excitement was over . . . for this particular weekend, anyway. Sadly, the mechanics began to pack away their churns and equipment, to change into cooler clothes.

Lauda was now in a lead which seemed secure, well clear of Pironi, who was coming under increasing attack from Daly, the Irishman having dealt earlier with Alboreto, de Cesaris and de Angelis. The real sensation, though, lay with Warwick and the Toleman. Derek had dealt effortlessly with the likes of de Cesaris and Prost, and now closed right up on de Angelis's fourth place. Out of Hawthorns, on lap 12, the turbocharged car was a couple of lengths behind the Lotus, but so effective was the Toleman and so confident Warwick that the black car was overtaken into Westfield! It was almost beyond belief, and Elio presumably felt the same way . . .

That done, Derek now closed on his namesake in the third placed Williams, tailing him for three or four laps before going by into Paddock. The Toleman was third! By now, Warwick had the crowd well and truly rooting for him, and the excitement grew when it became clear that he was quickly closing on Pironi's Ferrari. What was going on here?

It was a repeat performance. For a few laps Derek stalked the Ferrari, closed right up, came out of Clearways better, pulled alongside into Paddock, and drove by! Second! And thereafter he simply left the red car behind. "I could do nothing against Warwick," admitted Pironi later. "I had my problems, yes, but that car was quicker everywhere. Incredible . . ."

"I have to admit," laughed Derek, "that I gave a little cheer out loud when I passed the Ferrari. It gave me so much pleasure to race against blokes like that, up at the front of the field. You don't get

your nose chopped off at every corner. They raced hard, but fairly. You have to remember that it's a long time since I was involved in a real race — not since Formula 2 days, really, and everybody's filthy in there. It was a real pleasure today, especially when I could see all the banners waving as I got past Pironi!"

The agreeable surprise of the Toleman charge tended to detract somewhat from the formidable showing of Rosberg, who was driving with all the verve at his command. Up to sixth by lap 13, Keke pitted at the end of 16, to groans from the grandstands. His front tyres had blistered after only five laps, and now he came in to change. "I was flat out the whole time," he reported later. "After what had happened at the start, there was no point in doing anything else." Four new tyres, out again, start all over again. Later he would stop for more.

And the serene Mr Lauda swept on, running 25 secure seconds ahead of Warwick. That lead grew dramatically on the 40th lap, when suddenly the Toleman slowed. "Coming out of Druids," related Derek, "I planted the power on, and heard a ping! behind me. It was a CV joint, on the inner end, by the driveshaft. That was that . . ." As the car headed slowly down the pit lane, the spectators cheered Warwick to the echo, and merited it certainly was. The most refreshing happening in Grand Prix racing for a very long time.

Most of the last half of the race was stalemate, with Lauda maintaining an easy lead — 40 seconds at one stage — from Pironi, who was never far ahead of de Angelis. Behind the leading trio ran de Cesaris, Tambay, Laffite (a great drive in a difficult car), Prost and Daly, the Williams man going really hard after a tyre stop on lap 29. By this stage we had lost Mansell, who stopped to have a skirt replaced, and then abandoned after 30 laps, in intense pain and completely exhausted. A very courageous performance was over.

The most interesting aspect of the last 30 laps was that all the leading runners, save Lauda, had some kind of problem, some dire, others not.

Pironi: "I never had as much grip as I expected, and the car understeered more and more, but the big problem I had was some sort of block on the throttle pedal. It seemed to stick at one particular spot, but only pressing it down. It never

jammed open or anything, but it made the car difficult to drive smoothly."

De Angelis: "For the last 25 laps I had fuel starvation, which made me very slow out of the slower corners. Otherwise, for sure I would have passed Pironi."

De Cesaris: "My engine began to misfire at about half-distance, and got worse and worse. Finally, it started cutting out altogether, and then for good. I think the problem was electrical."

Tambay: "I wasn't very confident of the car on full tanks, but as the race went on I felt better. Like Didier, the main problem was understeer."

Prost: "My car was dreadful on full tanks, purpoising really badly, and I slowed a little. But as the tanks lightened, the car improved, and at the end it was going well."

Daly: "Problems? Well, apart from the fact that Alboreto put me off the road twice — once on the straight! — and that I had to stop for tyres, I also lost a skirt about 15 laps from the end, which made it difficult to get the car into corners."

Lauda: "No problem. Car perfect, engine perfect, tyres perfect . . ."

Niki duly won convincingly, paying out his lead in the closing laps, so that at the flag his margin was 'only' 15secs. Pironi was an equally secure second, but a great charge late in the race brought Tambay right up to de Angelis. Despite the best endeavours of the unwilling-to-be-lapped Giacomelli, Patrick found a way by the Alfa on the last lap, and passed the ailing Lotus into Hawthorns. Ferraris second and third, then; with de Angelis fourth — just — from Daly, who had Prost right on his gearbox at the line. The last few laps were diverting.

Bruno's Alfa took seventh, just out of the points, with Henton's Tyrrell eighth. The Derby man had stopped for tyres on lap 40, and thereafter drove really hard, setting the fastest lap of the race on lap 63, which was a great effort. Rosberg, after two tyre stops and one for wing adjustment, finally retired on lap 51 with low fuel pressure after a display which captivated the crowd.

At the end of it all, though, we had Lauda and yet another demonstration of the art of Grand Prix driving. "I wish," he mused afterwards, "that we had that Porsche engine now. Brands was a place where we could win with a Cosworth, but I don't see it happening for the next few races . . ."

WINNER	N. LAUDA	in	McLAREN MP4B	average speed	124.70 mph
FASTEST LAP	B. HENTON	in	TYRRELL TG-181	on lap 63 in 1 m. 13.028 s.	128.84 mph
EXISTING RECORD	D. PIRONI	in	LIGIER JS 11/15	in 1 m. 12.368 s.	130.01 mph
PREVIOUS RESULT	1980 BRANDS A. JONES 1982 SSTONE J. WATSON	in	WILLIAMS FW 07B McLAREN MP4	average speed	125.69 137.64 mph
WEATHER	HOT. DRY. SUNNY. LENGTH 76 laps of 2.6136 mile circuit, 198.634 miles				

ENTRIES

No.	DRIVER	CAR	ENTRANT	FUEL/OIL	TYRES	CHASSIS	ENGINE	
1	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/3	1.5 BMW 4-CYL TURBO	RACE CAR.
1T	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/2	1.5 BMW 4-CYL TURBO	
2	R. PATRESE	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/4	1.5 BMW 4-CYL TURBO	
3	M. ALBORETO	TYRRELL 011	TEAM TYRRELL	VALVOLINE	GOOD	011-6	DFV	
4	B. HENTON	TYRRELL 011	TEAM TYRRELL	VALVOLINE	GOOD	011-2	DFV	RACE CAR.
4T	B. HENTON	TYRRELL 011	TEAM TYRRELL	VALVOLINE	GOOD	011-6	DFV	
5	D. DALY	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-4	DFV	
6	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-5	DFV	RACE CAR.
6T	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-1	DFV	
7	J. WATSON	McLAREN MP4B	MARLBORO TEAM McLAREN	UNIPART	MICH	MP4B-5	DFV	
8	N. LAUDA	McLAREN MP4B	MARLBORO TEAM McLAREN	UNIPART	MICH	MP4B-6	DFV	
9	M. WINKELHOCK	ATS D5	ATS WHEELS	MICH	D5-3	DFV	DNQ. DNS.	
10	E. SALAZAR	ATS D5	ATS WHEELS	MICH	D5-4	DFV	DNQ. DNS.	
11	E. DE ANGELIS	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	91-8	DFV	RACE CAR.
11T	E. DE ANGELIS	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	91-6	DFV	
12	N. MANSELL	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	91-7	DFV	
14	R. GUERRERO	ENSIGN N181	ENSIGN RACING	VALVOLINE	MICH	N181-1	DFV	
15	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE 30B-5	1.5 RENAULT TURBO V6	RACE CAR
15T	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE 30B-6	1.5 RENAULT TURBO V6	
16	R. ARNOUX	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE 30B-9	1.5 RENAULT TURBO V6	NEW CAR.
17	J. MASS	MARCH 821	MARCH GRAND PRIX	VALVOLINE	AVON	821-11	DFV	
18	R. BOESEL	MARCH 821	MARCH GRAND PRIX	VALVOLINE	AVON	821-10	DFV	DNQ. DNS.
20	C. SERRA	FITTIPALDI F8D	FITTIPALDI AUTOMOTIVE	VALVOLINE	PIR	F8D-5	DFV	RACE CAR.
20T	C. SERRA	FITTIPALDI F8D	FITTIPALDI AUTOMOTIVE	VALVOLINE	PIR	F8-1	DFV	NEW CAR.
22	A. DE CESARIS	ALFA ROMEO 182	AUTODELTA	MICH	182-4	ALFA V12		
23	B. GIACOMELLI	ALFA ROMEO 182	AUTODELTA	MICH	182-1	ALFA V12	DESTROYED IN PRACTICE.	
23T	B. GIACOMELLI	ALFA ROMEO 182	AUTODELTA	MICH	182-3	ALFA V12	RACE CAR.	
25	E. CHEEVER	TALBOT-LIGIER JS 19	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 19-01	MATRA V12	
25T	E. CHEEVER	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 17-04	MATRA V12	RACE CAR.
26	J. LAFFITE	TALBOT-LIGIER JS 19	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 19-02	MATRA V12	
27	P. TAMBAY	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	126 C2-061	FERRARI V6 TURBO KICK	NEW CAR.
28	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	126 C2-060	FERRARI V6 TURBO KICK	RACE CAR.
28T	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	126 C2-059	FERRARI V6 TURBO KICK	
29	M. SURER	ARROWS A4	TEAM RAGNO-ARROWS	ELF	PIR	A4-1	DFV	
30	M. BALDI	ARROWS A4	TEAM RAGNO-ARROWS	ELF	PIR	A4-2	DFV	
31	J.-P. JARIER	OSELLA FA1C	OSELLA AUTOMOBILI	VALVOLINE	PIR	FA1C-004	DFV	
33	J. LAMMERS	THEODORE TY	THEODORE RACING	VALVOLINE	GOOD	TY-02	DFV	DNQ. DNS.
35	D. WARWICK	TOLEMAN TG 181	TOLEMAN MOTOR SPORT	BP BP	PIR	TG 181-06	1.5 HART 4-CYL TURBO	
36	T. FABI	TOLEMAN TG 181	TOLEMAN MOTOR SPORT	BP BP	PIR	TG 181-07	1.5 HART 4-CYL TURBO	

PRACTICE 1

DATE FRIDAY p.m. JULY 16.

WEATHER WARM, DRY.

6	K. ROSBERG	1m. 09.540s.
28	D. PIRONI	1m. 10.066s.
1	N. PIQUET	1m. 10.418s.
11	E. DE ANGELIS	1m. 10.650s.
5	D. DALY	1m. 10.880s.
2	R. PATRESE	1m. 10.980s.
8	N. LAUDA	1m. 11.303s.
15	A. PROST	1m. 11.333s.
22	A. DE CESARIS	1m. 11.347s.
23	B. GIACOMELLI	1m. 11.502s.
7	J. WATSON	1m. 11.556s.
27	P. TAMBAY	1m. 11.750s.
3	M. ALBORETO	1m. 11.904s.
35	D. WARWICK	1m. 12.236s.
16	R. ARNOUX	1m. 12.371s.
4	B. HENTON	1m. 12.952s.
36	T. FABI	1m. 12.979s.
31	J.-P. JARIER	1m. 13.109s.
29	M. SURER	1m. 13.181s.
20	C. SERRA	1m. 13.255s.
26	J. LAFFITE	1m. 13.402s.
12	N. MANSELL	1m. 13.545s.
9	M. WINKELHOCK	1m. 13.741s.
33	J. LAMMERS	1m. 13.815s.
17	J. MASS	1m. 14.657s.
14	R. GUERRERO	1m. 14.877s.
30	M. BALDI	1m. 15.246s.
10	E. SALAZAR	1m. 15.330s.
18	R. BOESEL	1m. 15.724s.
25	E. CHEEVER	1m. 15.977s.

PRACTICE 2

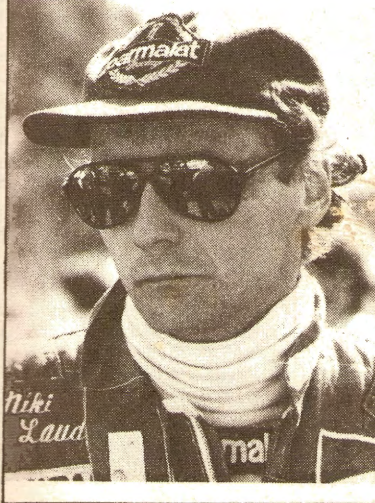
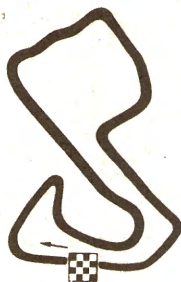
DATE SATURDAY p.m. JULY 17

WEATHER HOT, DRY.

2	R. PATRESE	1m. 09.627s.
1	N. PIQUET	1m. 10.060s.
28	D. PIRONI	1m. 10.386s.
8	N. LAUDA	1m. 10.638s.
16	R. ARNOUX	1m. 10.641s.
6	K. ROSBERG	1m. 10.663s.
15	A. PROST	1m. 10.728s.
11	E. DE ANGELIS	1m. 10.735s.
3	M. ALBORETO	1m. 10.892s.
5	D. DALY	1m. 11.197s.
7	J. WATSON	1m. 11.418s.
27	P. TAMBAY	1m. 11.430s.
36	T. FABI	1m. 11.728s.
35	D. WARWICK	1m. 11.761s.
4	B. HENTON	1m. 12.080s.
22	A. DE CESARIS	1m. 12.309s.
31	J.-P. JARIER	1m. 12.436s.
14	R. GUERRERO	1m. 12.668s.
26	J. LAFFITE	1m. 12.695s.
20	C. SERRA	1m. 13.096s.
12	N. MANSELL	1m. 13.212s.
25	E. CHEEVER	1m. 13.301s.
17	J. MASS	1m. 13.622s.
29	M. SURER	1m. 13.701s.
30	M. BALDI	1m. 13.721s.
10	E. SALAZAR	1m. 13.866s.
18	R. BOESEL	1m. 13.968s.
33	J. LAMMERS	1m. 14.303s.
9	M. WINKELHOCK	1m. 15.548s.
23	B. GIACOMELLI	1m. 15.549s.

STARTING GRID

DRIVER	TIME	GRID	STARTING POSITION
K. ROSBERG	1m. 09.540s.	6	6
R. PATRESE	1m. 09.627s.	2	2
N. PIQUET	1m. 10.060s.	1	1
D. PIRONI	1m. 10.066s.	28	28
N. LAUDA	1m. 10.638s.	8	8
R. ARNOUX	1m. 10.641s.	16	16
E. DE ANGELIS	1m. 10.650s.	11	11
A. PROST	1m. 10.728s.	15	15
M. ALBORETO	1m. 10.892s.	3	3
D. DALY	1m. 10.980s.	5	5
A. DE CESARIS	1m. 11.347s.	22	22
J. WATSON	1m. 11.418s.	7	7
P. TAMBAY	1m. 11.430s.	27	27
B. GIACOMELLI	1m. 11.502s.	23	23
T. FABI	1m. 11.728s.	36	36
D. WARWICK	1m. 11.761s.	35	35
B. HENTON	1m. 12.080s.	4	4
J.-P. JARIER	1m. 12.436s.	31	31
R. GUERRERO	1m. 12.668s.	14	14
J. LAFFITE	1m. 12.695s.	26	26
C. SERRA	1m. 13.096s.	20	20
M. SURER	1m. 13.181s.	29	29
N. MANSELL	1m. 13.212s.	12	12
E. CHEEVER	1m. 13.301s.	25	25
J. MASS	1m. 13.622s.	17	17
M. BALDI	1m. 13.721s.	30	30





Paddock on the first lap. Woodman leads (briefly) from Spice and eventual winner Lovett, with Allam and Rouse in close company.

Peter pans them

Lovett's second GP meeting win — Favourites fade — Percy almost secures title — Dooley and Longman win other classes — Cunrow rolls out — Woodman's pole — Report: MARK WHEELER — Photography: JEFF BLOXHAM

The best laid plans . . . After practice it looked certain that Tricentrol man of the moment, Vince Woodman, was well on his way to another victory having taken the pole with a breathtaking lap to which nobody had an answer.

It even looked good at the first corner as Vince led the huge field down Paddock and up into Druids. But then things went wrong and Vince was elbowed back down the field.

The best laid plans . . . After first practice Jeff Allam had the outside spot on the front row and was looking forward to nipping into a smart lead as the two on his inside fell foul of the Brands camber. But Woodman's stunning lap in the second session elbowed Jeff back a row and he was lost in the pack.

So ran the luck of the favourites at Brands on Sunday . . . but at least it gave someone else a chance for glory. The man to pick up the challenge was Allam's team-mate Peter Lovett who coolly and efficiently took control of the race the second lap on. Woodman's comparative demise — he finished fourth — has left 1600cc class winner Win Percy with just one challenger who can beat him in the title race, and then only if Win retires from the remaining three rounds and Richard Longman scores a maximum 10 points at each.

G1 TRICENTROL SALOONS BRANDS HATCH 8

ENTRY & PRACTICE

It's a funny old place, Brands Hatch, where to take pole position is a dubious honour. At least that's what Jeff Allam would have had you believe on Friday evening. At the end of the first practice session the blue Sanyo Rover V8 was sitting comfortably on the outside of the front row, more than 1sec ahead of its nearest rival. The man on pole at that stage was Gordon Spice in the Shell Capri, but pole at Brands is good for glory not for racing, the notorious camber contriving to work against the fastest man.

As well as the best starting position the works Rover team had not missed out on the glory, either. Sandwiched between Spice and Allam came the other Sanyo

Rover of Peter Lovett, a bare 0.01sec behind the Capri . . . no wonder Allam was happy. That was on Friday.

On Saturday the mood had hardly changed. By the time the saloons started their second session, the weather was hot and the track covered in the rubber of a score and ten Grand Prix cars . . . and that meant qualifying times were going to be slower. But then everyone counted without Vince Woodman.

Hampered on Friday by gearbox problems, the CC-prepared Esso Capri was given a new 'box and diff overnight and Woodman came to the chopping block fired up. Winner of the last championship round — at Donington on July 4 — Vince was inspired. Armed with new rubber he took the Capri round the track in a controlled exhibition of on-the-limit driving. And yet he never looked flustered or untidy. "My quick lap was perfect. It was completely clear — I came round every corner expecting to see

someone in my way, but no-one ever was. The car handled superbly . . . everything was just right."

Vince's time — an incredible 1m 38.88s — gave him the pole without question. It also removed the smile from Allam's face, for it bumped him back a row. These two have won all but one of the seven races so far this season, but Allam marked this race as his long ago. He won the Grand Prix supporter at Brands Hatch in both 1978 and 1980 and he wanted a hat-trick . . . stuck on the second row behind a pair of Capris was not the best way of going about it. For the record, the Capris and Rovers had trouble bettering 1m 42s in practice at Brands last year.

But Allam had less to worry about than the rest. Despite a marginal improvement in the second session thanks to a new set of sticky tyres, Andy Rouse could not get his Shell/Gordon Spice Capri to go anything like as quickly as *Le Patron's* car — "It's a horse-power problem, I haven't got enough" — though his time was good enough to put him on the outside of the second row, in a position probably better than Allam's.

The third row was exclusively Rover, the two Patrick MotorSport cars heading the all-black Leechmobile. Quicker of the two PMS was Read Dougall, whose chances of a quick time in the second were ruined by a slipping clutch. Brian Muir, on the other hand, was confused. "There's a strange vibration like something's about to break. Thing is, I'd like to find out what before it does break . . ." Dennis Leech had a furrowed brow, too. It wasn't so much that there was a problem with the car, more that he felt uncomfortable alongside the PMS Rovers, remembering that his car left Donington literally black and blue,

the blue matching the shade of Dougall's car perfectly.

The final top class runner — Charles Sawyer-Hoare's Capri — had to play second fiddle to champion-elect, Win Percy. Win, who stood a good chance of clinching the title at Brands, was predictably far ahead of class rivals John Morris and Tony Lanfranchi. Morris whittled the gap down from 3secs to 1sec over the two days of practice despite a scare on Saturday when oil smoke started billowing from the rear. "It was just an oil breather pipe that had come loose, but it had the desired effect," said the Morris Vulcan Golf man. "It got me angry at those 3secs started to fall."

Fellow Volkswagen man Lanfranchi — though Scirocco not Golf mounted — had greater problems. His first day was lost with a blown engine, replaced in time for Saturday. "I have two problems. One, I am a day down on everybody else and two, I don't seem to be driving it hard enough. Still, the car looks pretty."

Between the VW pair came the top two 2500cc class runners though both were staggering by Saturday evening. Hamish Irvine's Dolomite Sprint broke a link on the rear axle, while Jon Dooley's Napoli-ina Alfa GTV6 ate a piston "on the slowing down lap, of all things."

The oft dismissed 2500cc class had no fewer than seven runners at the Grand Prix, the same number as the top class. Brands Hatch saw the addition of a couple of Scandinavian runners swell the ranks and one — Danish saloon champion Erik Hoyer in his Castrol Escort RS2000 — was not far behind the top two . . . but even he would admit the top Metro men were a little close for comfort.

On Friday the man of the moment was Steve Soper who put in a scorching lap in the yellow Hepolite car, some 2secs under Richard Longman's lap record. Not that the Datapost man was worried. Longman was simply happy that his car, and that of team-mate Alan Cunrow, was running. "After Donington we had a great deal of work to do and no chance to go testing." (Longman hit the barrier hard on the last corner of the last lap, while Cunrow had had his barrier problems in practice when the front suspension broke.) Both cars were finished in plenty of time but the terrible weather of the early part of the week scuppered any hopes of a shakedown run.

"The cars were straight out of the box on Friday and that they went at all was remarkable," said the West Country tuning wizard, regarding the 1981 Metro Challenge Champion's time as a flash in the pan. As if to prove the point, Longman bettered his time on Saturday on race settings while Soper slipped back. Cunrow, who managed to be black-flagged for a dragging exhaust on Friday, was a row behind his boss with larger class men Robin Brundle (Toyota Celica) and Mike Kimpton (Mazda RX-7) in between, Brundle suffering gear selector problems en route to his time.

Behind Cunrow, Jock Robertson earned himself a pint from his crew for breaking into the 47secs, while Tony Dickinson's RS Escort was suffering from a chronic misfire. Of the rest, Alan

Jon Dooley's Alfa GTV6 took his class.



QUALIFYING

Vince Woodman (3.0 Ford Capri)	1:40.58	1:38.88
Gordon Spice (3.0 Ford Capri)	1:39.17	1:39.54
Peter Lovett (3.5 Rover V8)	1:39.18	1:40.93
Jeff Allam (3.5 Rover V8)	1:39.33	1:41.88
Andy Rouse (3.0 Ford Capri)	1:40.54	1:40.25
Rad Dougall (3.5 Rover V8)	1:40.86	1:41.45
Brian Muir (3.5 Rover V8)	1:41.55	1:41.18
Dennis Leech (3.5 Rover V8)	1:42.43	1:42.69
Win Percy (1.6 Toyota Corolla)	1:43.00	1:43.41
Charles Sawyer-Hoare (3.0 Ford Capri)	1:43.08	1:43.73
John Morris (1.6 Volkswagen Golf GTi)	1:46.09	1:44.02
Hamish Irvine (2.0 Triumph Dolomite Sprint)	1:44.82	1:45.50
Jon Dooley (2.5 Alfa Romeo Alfetta GTV6)	1:47.54	1:45.90
Tony Lanfranchi (1.6 Volkswagen Scirocco)	1:50.07	1:45.99
Erik Hoyer (2.0 Ford Escort RS2000)	1:46.71	1:46.01
Steve Soper (1.3 Austin Metro)	1:46.21	1:47.41

Richard Longman (1.3 Austin Metro)	1:47.00	1:46.64
Robin Brundle (1.6 Toyota Celica)	1:48.09	1:46.81
Mike Kimpton (2.3 Mazda RX-7)	1:47.31	1:47.02
Alan Cunrow (1.3 Austin Metro)	1:47.94	1:47.10
Jock Robertson (1.6 Ford Fiesta)	1:48.45	1:47.83
Tony Dickinson (2.0 Ford Escort RS2000)	1:48.30	1:48.92
Neil McGrath (1.3 Austin Metro)	1:49.46	1:48.96
Alan Greenhalgh (1.6 Volkswagen Golf GTi)	1:54.80	1:49.17
John Spiller (1.6 Talbot Sunbeam ti)	1:49.28	1:49.73
Chris Hodgetts (1.6 Toyota Corolla)	1:57.39	1:49.44
Roger Saunders (1.3 Austin Metro)	1:49.60	1:49.91
Arne Riis (2.0 Triumph Dolomite Sprint)	1:49.90	2:23.22
Rob Kirby (1.3 Alfa Romeo Alfesud ti)	1:50.90	1:50.90
Andrew Thorpe (1.5 Alfa Romeo Sud Sprint)	1:51.31	3:45.67
James Burrows (2.0 Toyota Celica)	2:54.37	1:51.87
David da Costa (1.3 Vauxhall Astra)	1:53.45	1:53.63
Terry Watts (1.6 Talbot Sunbeam ti)	DNP	1:59.36

Greenhalgh finally got his VW Golf GTI to be better, surviving a huge spin on Cooper Straight in the process, while Chris Hodgetts was struggling with masses of understeer in his Toyota Corolla... 'Reddith, success in the heart of the Midlands' read the legend on the side of the car. Success in the heart of Kent was not forthcoming.

The continuing tale of Alfa Romeo woe continued with Andrew Thorpe's 'Sud Sprint breaking a crankshaft, though Rob Kirby's 1.3 Sud ti held together for once. It wasn't quick, but it was in one piece. Finally, David da Costa's Vauxhall Astra, now being prepared by Roger Dowsett of Gerry Marshall Racing, was getting faster. "We were 10secs off the pace at Thruxton, 8secs off at Silverstone, while we are 5secs off here. At least we are going in the right direction... even if I am still taking most of the corners in top," said the aimable Torquay rock manufacturer.

RACE

Grand Prix day, the big occasion. With the sun beating down, and with — whisper it — the BBC television cameras recording the race for possible future transmission, things were looking good. Unless you happened to be a member of either the Lanfranchi or the Longman teams. Lanfranchi was in trouble with a sticking brake servo which was removed just in time for the start, while Longman was hot under the collar.

"Coming down Druids on the warm-up lap, the temperature gauge soared and water started gushing over the windscreen. I gave up the rest of that lap and cut back to the pits via the short circuit," said Richard. A top hose was quickly resecured, and Longman started his race from the pit road. Alan Greenhalgh was less lucky, abandoning his Golf out on the circuit before the off, while both Dooley and Dickinson had needed push starts to get away on the warm-up lap. Five in trouble and the race had yet to begin.

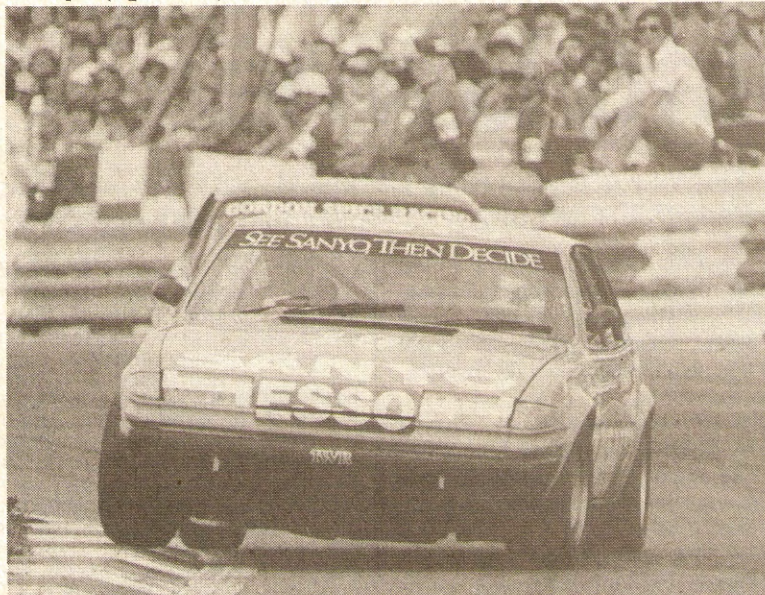
At least the favourites were still happy, or were they? At the start Lovett got a stormer but Spice was his match as they headed towards Paddock. Woodman? Obviously regarding the camber disadvantage as pure nonsense, it was the Esso Capri into Paddock first with Lovett, Spice and the whole world in tow. Alas, poor Vince. His lead was not to last. As the pack howled up to Druids, Lovett dived for the inside line forcing Woodman to take the scenic route. Vince got on the grass and held the longest possible slide down Graham Hill, watching helplessly as all and sundry went past. Lovett's lead was shortlived, too. In the confusion Spice nipped by to head the rest into the country.

Woodman was in trouble. What of the other favourite? Allam wasn't happy, either. "Going in to the first corner I was knocked by someone and from then on the car suffered gross understeer. I knew my chance of a hat-trick was over, right from that moment," said Jeff. So at the end of that hectic first lap it was the Red Arrows holding first and second with Spice leading Rouse. Two Capris led four Rovers (Lovett, Dougall, Muir and Allam) while Woodman was next in a lowly seventh just ahead of the irrepressible Win Percy, the other two classes being led by Irvine from Dooley, and Curnow from Soper... Longman was flat last.

Spice's lean year continues. After a brief taste of glory at the front he was summarily dismissed by Peter Lovett on lap 2. 'Pe-Pe' first took his Sanyo Rover past Rouse and then, as the pair headed out into the country from Surtees, Lovett simply powered past Spice. "He pulled out 150 yards up the hill just like that. On the next lap he added a further second or so... and from then on was driving on his



Above: Alan Curnow's Metro heads the similar car of Steve Soper at Paddock, Curnow leading the baby class for 13 laps until bending just about everything on the car at Clearways. Below: Peter Lovett's blue Rover gets a wheel on the kerb while keeping the red Capri of Spice at bay.



mirrors. There was absolutely nothing I could do," said a disappointed Spice.

As the two leaders settled for a status quo that would give Austin Rover the success at the Grand Prix to which they have become accustomed, Rouse dropped back slightly into the grasp of an on-form Rad Dougall. Third by lap 2, the former Formula 2 driver was looking good for a go at the front... until his clutch went. Again.

But the real interest up front was the progress of Allam and Woodman. Running one behind the other, they scythed through the field picking off runners one by one. First Allam would run past, then Woodman — and bearing in mind that Jeff's first lap fracas had pushed the nearside front wing onto the tyres and was performing a neat shaving exercise, that was no mean achievement. By lap 3 they had passed Muir for fifth and sixth places while by lap 6 Allam was up to third. Woodman, lights ablaze, had trouble passing the clutchless Dougall but by half distance was catching Rouse for fourth.

Further down the field Dennis Leech was having trouble getting past the Ebel Watches Capri of "old Soya-Bean" while Percy was calmly holding on to 10th overall, enjoying another trouble free Sunday afternoon drive. John Morris may have been 11th overall but there was a long gap between the two class rivals. Behind Morris came the 2500cc class scrap with Irvine's sick-sounding Dolomite holding off Dooley's Alfa with Erik Hoyer's Escort just in touch, while Lanfranchi — who should have been up with Morris — was struggling with young Robin Brundle's Toyota.

The babies were still led by Alan Curnow from Soper, but a splendid drive from Longman saw him up to third in class by lap 8. By half distance the pattern of the race was set. Lovett looked at ease at the front holding a steady 5secs or so over Spice with a slightly longer gap to Allam and the rest.

And that was something that would have suited Curnow down to the ground. Running in close company with Arne Riis's Dolomite, the little Metro would lose out on the straights but reel it in the bends. With Longman by now past Soper — the latter taking the 'country' aspect of the long circuit a little too literally and losing his place to Longman during an extended off-road manoeuvre — the Datapost Metros were looking good.

Lap 13 proved unlucky for Curnow. As they arrived at Clearways, Riis whose front tyres had been going off, lost it. The car snapped one way, got on the grass and then snapped the other, collecting the hapless Curnow on route. Over and over went the Metro bending every panel on its way to the catch fencing. Curnow emerged completely unhurt, though saying less than complimentary things about Danes and Dolomites. One Datapost disaster at least helped the other team car. "Alan was still leading the class upside down," said Longman. "But at least I gave him a wave as I went past." From last to a class lead had not been on the cards.

At about the time of this drama, the field was further depleted when Tony Lanfranchi retired the Scirocco with a broken driveshaft; Chris Hodgetts gave up his unequal struggle; Rouse retired with ignition problems; and Jock Robert-

son stopped with tired tyres and no oil pressure. About the only positive news was that Dooley managed to get the GTV6 past Irvine, whose top end misfire was gradually coming down the range.

It was the only good news from the Alfa camp again. Kirby's Sud ran its bearings thanks to oil surge, while Thorpe's seat mountings collapsed. The team faced with an engine rebuild on Saturday, decided to change it instead. The only engine they had left was from Thorpe's production saloon racer. "Bearing that in mind, I didn't think it performed too badly," said Andrew.

The run in to the flag was a formality for most, though Leech did not make it, retiring with transmission problems. Saunders nearly didn't make it either. The Wadham Stringer Metro man had a huge spin at Clearways two laps from home, narrowly avoiding both the catch fencing and the stricken Curnow car.

The order at the front was as it had been for most of the race, Lovett winning as he pleased and repeating his victory at the Silverstone GP meeting last year. Spice came home second with Allam a creditable third. Woodman, Muir and Dougall completed the top six, and Sawyer-Hoare was seventh despite half shaft problems.

Percy, predictably, picked up class honours in eighth place, though John Morris in ninth refused to allow himself to be lapped as Lovett stormed up behind him to take the flag. "I had to do that last lap, just in case Win broke down," said Morris. It was, as ever, a vain hope. Tenth overall came Dooley picking up the 2500cc class honours from Irvine who managed to hang on, his Dolomite sounding sicker by the lap. It is worth recording that aside from the top class, the 2500cc class was the only one to have a full six finishers.

With Curnow *hors de combat* and Soper suffering from the effects of his excursions, it was left to Longman to pick up a maximum score and so keep his hopes of title honours alive just like Lovett and Percy. Longman's fastest lap was also a new record.

And Lovett? "No problems, really. It does give me one next year, though. Everyone will be expecting me to go for a hat-trick..."

BRANDS HATCH (GB)

Jul 18 Tricentrol RAC British Saloon Car Championship, round 8 20 laps — 52.27 miles

Overall
1, Peter Lovett (3.5 Rover V8), 33m 42.09s, 93.10mph;

2, Gordon Spice (3.0 Ford Capri), 33m 48.02s;
3, Jeff Allam (3.5 Rover V8), 33m 59.62s;
4, Vince Woodman (3.0 Ford Capri), 34m 07.23s;
5, Brian Muir (3.5 Rover V8), 34m 10.68s;
6, Rad Dougall (3.5 Rover V8), 34m 28.90s;
7, Charles Sawyer-Hoare (3.0 Ford Capri), 34m 54.96s;
8, Win Percy (1.6 Toyota Corolla), 35m 15.46s;
9, John Morris (Volkswagen Golf GTI), 35m 28.30s;
10, John Dooley (2.5 Alfa Romeo Alfetta GTV6), 19 laps etc.

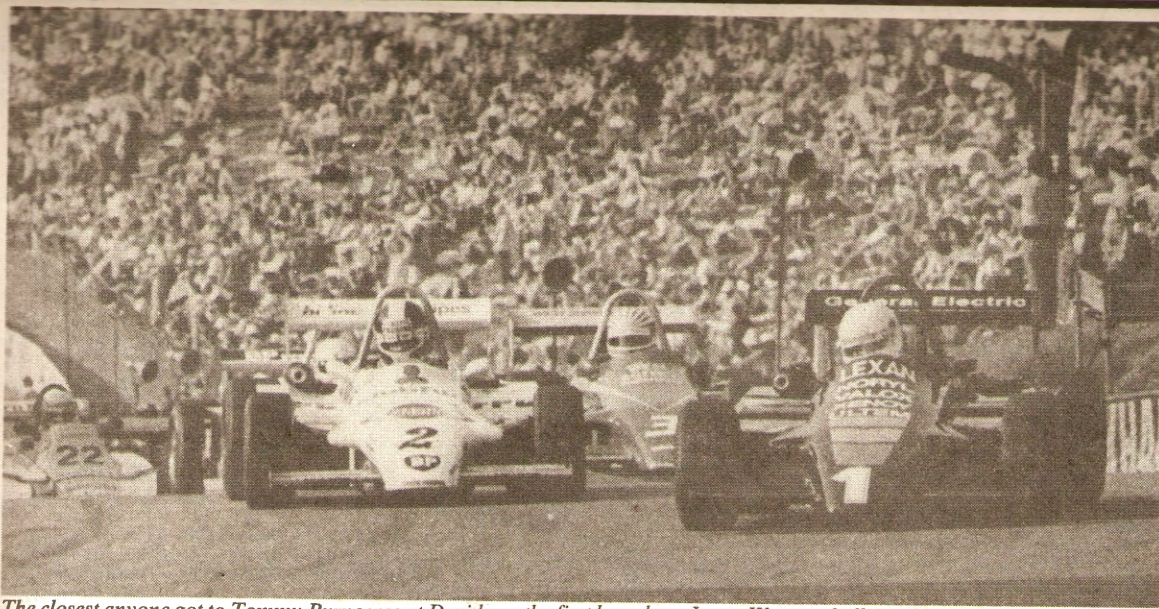
2501-3500cc: 1, Lovett; 2, Spice; 3, Allam; 4, Woodman; 5, Muir; 6, Dougall. **Fastest lap:** Lovett, 1m 39.80s, 94.27mph (record).

1601-2500cc: 1, Dooley 88.20mph; Hamish Irvine (2.0 Triumph Dolomite Sprint); 3, Erik Hoyer (2.0 Ford Escort RS2000); 4, Mike Kimpton (2.3 Mazda RX-7); 5, Tony Dickinson (2.0 Ford Escort RS2000); 6, James Burrows (2.0 Toyota Celica). **Fastest lap:** Dooley, 1m 45.07s, 89.55mph.

1301-1600cc: 1, Percy, 89.0mph; 2, Morris; 3, Robin Brundle (1.6 Toyota Celica); 4, John Spiller (1.6 Talbot Sunbeam ti); no other finishers. **Fastest lap:** Percy, 1m 43.44, 90.96mph (record).

Up to 1300cc: Richard Longman (1.3 Austin Metro), 85.9mph; 2, Steve Soper (1.3 Austin Metro); 3, Neil McGrath (1.3 Austin Metro); 4, Roger Saunders (1.3 Austin Metro); 5, David da Costa (1.3 Vauxhall Astra); no other finishers. **Fastest lap:** Longman, 1m 46.89s, 88.02mph (record).

Points positions: 1, Percy, 80; 2, Longman, 59; 3, Woodman, 51; 4, Morris, 46; 5, Allam, 45; 6, Irvine, 41 etc.



The closest anyone got to Tommy Byrne was at Druids on the first lap where James Weaver challenged him.

Scorching Byrne

Tommy Byrne in dominant mood — Weaver's fifth second place — Mansilla sets fastest lap after spin — Anson runs well — Report: JEREMY SHAW — Photography: JEFF BLOXHAM.

The Marlboro British Formula 3 Championship race that wound up last weekend's busy British Grand Prix meeting was the preserve of championship leader Tommy Byrne. The Irishman had been struggling with his Murray Taylor Racing Ralt in recent races, but a new, strengthened chassis has put him right back on the pace and Tommy completely dominated the meeting, just as he did in the opening four races of the season.

Byrne's victory was particularly gratifying for him and will hopefully lead to further support from General Electric Plastics, who backed him at this race, while 'Racing for Britain' nominee James Weaver will also have furthered his cause with a good drive into second place ahead of Roberto Moreno.

Enrique Mansilla went well until spinning while trying to pass Weaver, but he still took fourth place ahead of an understeering Martin Brundle, whose Ralt-VW headed home the similar cars of Carlos Abella and Dave Scott.

ENTRY & PRACTICE

The British Grand Prix meeting is the one time in the year that a round of the British Formula 3 Championship can be assured of a full grid. It is also the occasion to bring out the best in drivers, anxious as they are to make the most of the opportunity to display their talents in front of a full audience.

All the participants in this country's most prestigious F3 encounter are aware of the extra pressures that the Grand Prix meeting ensures, especially as many of them are still searching desperately for enough finance to see them through the remainder of the championship season.

None more so than series leader Tommy Byrne. The talented Irishman has been battling all season to secure adequate sponsorship, despite having dominated the early part of the season. In recent weeks, however, Tommy not only has been still unable to find a major backer but has also seen his points lead cut following a couple of rather troubled outings.

Murray Taylor's hard-working team had been baffled as to Tommy's relatively poor results (although he has still finished every race this year in the points) but were confident before the start of Saturday's pair of practice sessions that the problem had been isolated and cured. "We've rebuilt the car around a brand new tub," said Byrne, "and it's much better."

He then went out to prove his point. And how. Tommy was easily quickest in

the first session, reeling off a string of fast laps, all of them below the long-standing record of Chico Serra, set way back in 1978. His best was a 1m 24.97s and for much of the session this was more than half-a-second better than anyone else could manage in the very warm conditions.

The second period of practice, held later in the afternoon and in cooler conditions proved far more favourable for the air inlet-restricted engines. Nevertheless, it was still Byrne who set the pace and he wound up qualifying comfortably on pole position. "We're back to normal now," said Tommy confidently. "I can tell the difference again when we change things on the car."

The battle for pole position really was quite intense during that last half-hour, Enrique Mansilla and Martin Brundle also dipping into the elite sub-85secs bracket before Tommy put in his flier. In the end, it was Brundle who claimed the outside position on the front row, the Norfolk lad looking particularly impressive at the wheel of his Team BP/Dave Price Racing Ralt and confirming the promise that had seen him fastest during testing last month. Incidentally, it was interesting to note that most cars were weighed after the sessions, the scrutineers seeking to ensure fair play all round, and Brundle's VW-engined car was right on the minimum weight limit — 455kgs exactly!

Mansilla, recently returned from a flying visit to Argentina to raise more sponsorship for his Financiero Munro/West Surrey Racing Ralt, went well

despite never having raced on the GP circuit before and reckoned that he might have set an even faster time had he not been held up by slower cars during the closing laps of the second session.

Traffic, indeed, caused quite a few headaches for the leading competitors, several of the drivers making one of infrequent appearances in the Marlboro series as well as learning the track. But James Weaver had enough problems of his own to worry about, particularly in the first session. "The engine's gone, the brakes were bad, the gear change was sticky and I had big oversteer into Paddock," reported James, who still managed a wry smile.

This was an important race for the Essex man, still short of finance for his Eddie Jordan Racing Ralt, which looked even more like a mobile bill-board than usual with no fewer than 16 different backers acknowledged on the car. Weaver was therefore anxious to do well and looked very fast until being forced to pull off with a dead engine. His team changed the motor between sessions, while Weaver himself set to a change of front springs in an effort to improve the handling. Happily, all was well for the later, faster period, and James was well among the leaders.

Dave Scott was having his first race with a Volkswagen/Brabham engine following several very promising test sessions at Snetterton, Mallory Park and Silverstone in the past couple of weeks. Not surprisingly, it took the Swift Caravans/Racing for Britain team much of the first session to really tune in the car to this circuit, but Dave pronounced himself happy with progress and was confident for a competitive showing in the race.

One man who really ran well, though, was Mike O'Brien, going better than ever in the pretty Anson SA3C. Seventh in the first session, Mike said that he would like to be in the first six, and that's exactly what he managed. "The car feels great," said Mike. "I've been saving up especially for this race and it's nice to be able to use new tyres for a change."

O'Brien was obviously pleased with his performance, particularly so as he qualified ahead of Roberto Moreno's Ralt-Alfa Romeo. The young Brazilian came to Brands as one of the hot

favourites, especially having gone so well in recent races, and he was the pace-setter early in the first session. After only three laps, though, his engine developed a terminal misfire, necessitating a change of motor by the Ivens Lumar team. And in the second practice he couldn't match the pace of the leaders: "I honestly don't know why," he said forlornly. "I'm just slow."

Carlos Abella, whose Ralt-VW was tended by Neil Trundle's Dave Lumar managed team this weekend, ran solidly to set eighth fastest time, just ahead of local man Tim Lee-Davey. The Rizla-sponsored driver has had an awful season to date but has benefited considerably from having the experienced Murray Taylor team prepare his car and with some of the pressure of running the show himself removed, Tim was able to get on with the job of driving. He looked far more confident as a result and, for the first time this, year, really got to grips with his car.

Another man to impress was reigning Japanese Formula 3 champion Osamu Nakako. His regular Hayashi was badly damaged in a recent Silverstone crash, so the enthusiastic Japanese arranged to hire Dick Bennetts's ex-Stefan Johansson/Jonathan Palmer Ralt, actually one of the oldest cars in the race. Nakako did manage one brief test session with the car but nevertheless showed extremely well on his first outing on the Grand Prix circuit and wound up completing the top 10. A worthy performance.

Mario Hytten's Akai/Swiss Centre Restaurants/DB Motorsport Ralt was off the pace in the first session but the Swiss improved his position in the second and just qualified ahead of the similar Ralt of Tim Davies. "I'm fairly happy, to be honest," said the likeable Welshman, making his first F3 outing of the year in Barron Racing's Ralt (see *Pit & Paddock*). "The car's very enjoyable to drive and there's definitely more to come from both me and the car."

Tim's time was exactly equalled by fellow Brands Hatch Racing instructor Peter Argetsinger, back again in the Hampshire Automobile Racing Team's Pharmacin Ralt, while yet another instructor at the local racing school, Phil Kempe, was next on the grid. The reigning 'Star of Tomorrow' FF1600 champion has now got over his bout of glandular fever and was able to show his true form in Eddie Jordan's second Ralt, running quickly and confidently throughout.

QUALIFYING

Both sessions warm and sunny
Record: C. Serra: 1m 27.09s

Byrne (IRL)	Ralt	1:24.97	1:24.37
Brundle (GB)	Ralt	1:25.25	1:24.65
Mansilla (RA)	Ralt	1:25.38	1:24.87
Weaver (GB)	Ralt	1:26.30	1:25.20
Scott (GB)	Ralt	1:25.66	1:25.33
O'Brien (GB)	Anson	1:26.39	1:25.52
Moreno (BR)	Ralt	1:26.28	1:25.57
Abella (E)	Ralt	1:27.05	1:25.91
Lee-Davey (GB)	Ralt	1:26.55	1:26.36
Nakako (J)	Ralt	1:27.60	1:26.43
Hytten (CH)	Ralt	1:27.79	1:26.68
Davies (GB)	Ralt	1:27.41	1:26.72
Argetsinger (USA)	Ralt	1:27.01	1:26.72
Kempe (GB)	Ralt	1:27.03	1:27.00
Leslie (GB)	Magnum	1:27.83	1:27.42
Rosen (USA)	Ralt	1:29.24	1:27.52
Steele (NZ)	Ralt	1:28.13	1:27.65
Dowsett (GB)	March	1:28.61	1:27.70
*Nierop (CDN)	Ralt	1:27.72	DNP
Longmore (GB)	Ralt	1:30.17	1:28.30
Trevor (GB)	Ralt	1:29.49	1:28.44
Wright (GB)	Pilbeam	1:31.55	1:29.21
Norton (GB)	March	1:30.80	1:30.65
Williams (GB)	Ralt	1:33.84	1:33.49
Birrell (GB)	March	1:36.46	1:35.58
Dunning (GB)	March	1:37.72	DNP

*Did not start

John Robinson's team have once again modified the rear suspension on their Magnum chassis but David Leslie still found the car lacking in that department during practice. "The back end's definitely not right," offered David, who was delayed on his way to the circuit and arrived finally at 3am on practice morning, his VW camper towed behind an AA Relay truck!

For one who had never seen the circuit before practice, American Mike Rosen showed quite well in a third Murray Taylor Racing Ralt. The State-side Super Vee and Atlantic contender soon settled in his RT3 and lopped almost 2secs off his times in the second session to post a most respectable 16th best.

Roy Steele had an alarming moment in the first session when a rear stub axle failure caused his Docking-Spitzley RT3 to shed a wheel at Paddock and he admitted to taking things a little easily during the faster second session, while Phil Dowsett was merely pleased to be back in the formula, stepping into Tarry Racing's March 813. "I'm still a bit rusty," remarked Phil, "but I just need some more laps. The car feels quite nice and this is a good little team."

Sadly, Kees Nierop didn't even make the start, his Ralt dropping a valve on the warm-up lap. In fact, it wasn't the Dutch-Canadian's weekend, for his practice had been ruined by an 'off' at Westfield, which caused him to miss the second session completely.

In all, 26 cars qualified to start, although several of them were more than a little off the pace, which meant that the leaders could expect one or two interesting moments during lappery. Still, the first thing to concentrate upon was the start and both front row men knew how important that would be.

RACE

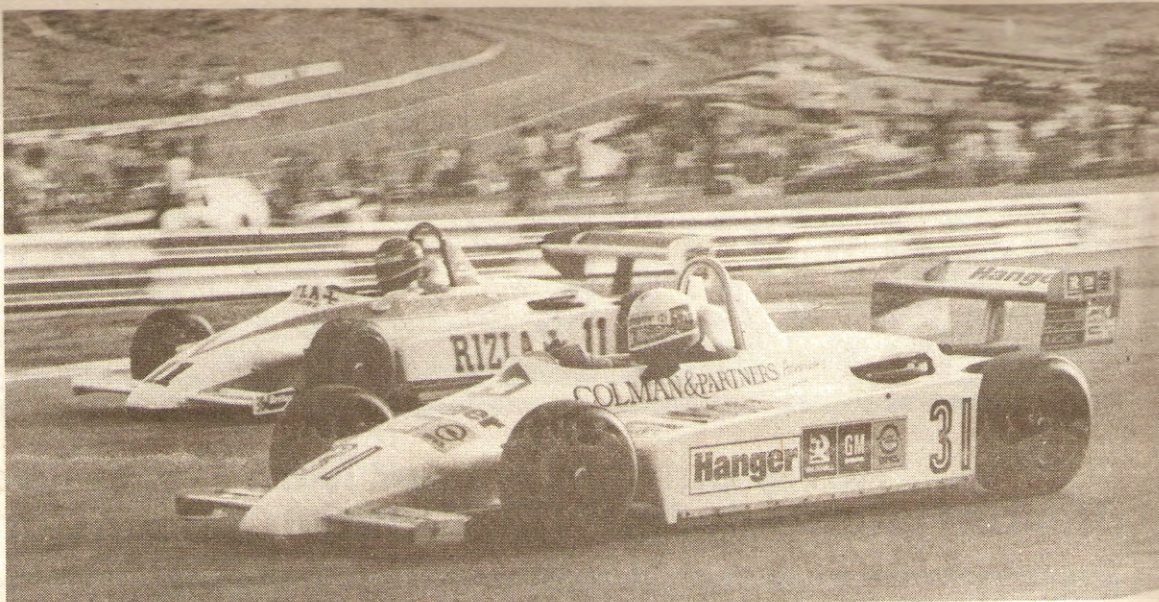
The Formula 3 race was, strangely, scheduled as the final race on Grand Prix day, which meant that many spectators were already buried deep in the inevitable traffic jams, trying to leave the circuit, although there were still a goodly number on hand to see Tommy Byrne make another superb start from pole position. The inside front row position is sometimes regarded as not the optimum place from which to start, but Tommy has perfected the art of getting his Ralt away from the line this season and showed the rest a clean pair of heels as he accelerated towards Paddock Hill Bend.

Brundle, not for the first time, fluffed his getaway, and it was Weaver who charged through to latch onto the leader's tail. Just behind, Mansilla also made a good start but then missed his change to third gear and was nerfed by poor Brundle, bending a front fin on the Team BP Ralt.

Out around the back of the circuit, Byrne was already charging hard and opening up an appreciable advantage over the chasing pack. He led by 1.2sec at the completion of that opening lap. Weaver still led the chase but soon discovered that he could do nothing about the Irishman. "I was as quick as him at most corners," said Weaver afterwards, "but not at Surtees, where he was able to get a flier onto the main straight."

Byrne pulled out a second per lap in the opening stages, leaving the others gasping in his wake. "I drove really hard for the first five or six laps," he confirmed, "and then I was able to ease off a little. There was no problem." Simple as that. The black Ralt led by more than 6secs on lap 8 and was never seriously threatened, Tommy cruising serenely away to his sixth victory of the year.

Fortunately, though, there was quite a battle going on behind. Weaver came under strong pressure from Mansilla, with Brundle and Moreno also tagging along, the latter having made up a couple of places in the first two laps. A little



One of the best dices of the race was between the Ralts of Tim Davies (31) and Tim Lee-Davey.

further back, O'Brien found that he couldn't quite maintain his practice speed but was still there in sixth place, ahead of Dave Scott, who was obviously faster and anxious to find a way past. On lap 6, Scott made his move, diving to the inside at Surtees, in an attempt to emulate Moreno's similar overtaking pass two laps earlier, but it was an ill-judged manoeuvre and one that never really looked like being successful. Sadly, the Ralt slid into the side of O'Brien's Anson, causing both to spin. Scott was able to continue, losing only a few places, but O'Brien was out on the spot, his hot engine stalled.

This elevated Abella into sixth position, albeit already out of touch with the leaders. Ahead of him, though, Moreno moved up past a troubled Brundle on lap 9 and then set off after the Weaver/Mansilla duel. Enrique tried several times to find a way past but the closest he came was on the outside line on the main straight, up towards the flat out Hawthorns Bend. "Quique" hoped that James would back off, but the Englishman kept his foot hard down and it was the Argentine who first went wide onto the dirt and then spun — flat out in top gear! "I was lucky to escape unhurt," admitted Mansilla afterwards, smiling broadly.

His blue Ralt resumed two places further back, in fifth, soon recatching and passing Brundle and even setting fastest lap, but being unable to make

much impression on Moreno, who was charging after Weaver. In the closing laps, Moreno edged even closer to the Englishman, who had to contend with fading brakes, but James kept cool under pressure and just held on to take second position.

Abella remained in a distant sixth place, but his final points-scoring position came under strong threat in the last couple of laps from Dave Scott. The young Sussex driver really was charging along and showing what he might have been able to do had he not made that early error. Nevertheless, seventh place was all he could manage.

One of the best dices of the race was for eighth position, with Tim Lee-Davey, Tim Davies, Mario Hytten, Osamu Nakako, David Leslie, Peter Argetsinger and Phil Kempe all in touch with each other for the most of the distance. On lap 14, Davies fought through ahead of Lee-Davey at Druids, while Nakako then spun at Surtees, punctuating his impressive showing and allowing Argetsinger and Kempe to find a way past an unsuspected Leslie.

Lee-Davey, though, wanted his place back and dived around in the slip-stream of Davies, searching for a place through. "His car was much quicker than mine on the straights," said Davies, "but I was quicker through the corners." Imagine his annoyance, then, when a backmarker made him go slightly off-line at Surtees

and allowed Lee-Davey to make a much faster exit onto the fastest part of the track. Davies, however, wasn't giving up without a fight and the two cars banged wheels a couple of times before Lee-Davey battled his way bravely through at Hawthorns to claim the place. This was how the order remained, with Hytten right behind them in 10th place and Argetsinger and Kempe a few lengths back, well clear of the recovered Nakako, who headed home Rosen.

The honours, though, belonged to Byrne, who had driven another masterful race and further extended his championship points lead. He's going to take a lot of catching now . . .

BRANDS HATCH (GB) Jul 18 Marlboro British Formula 3 Championship, round 11 20 laps — 52.27 miles

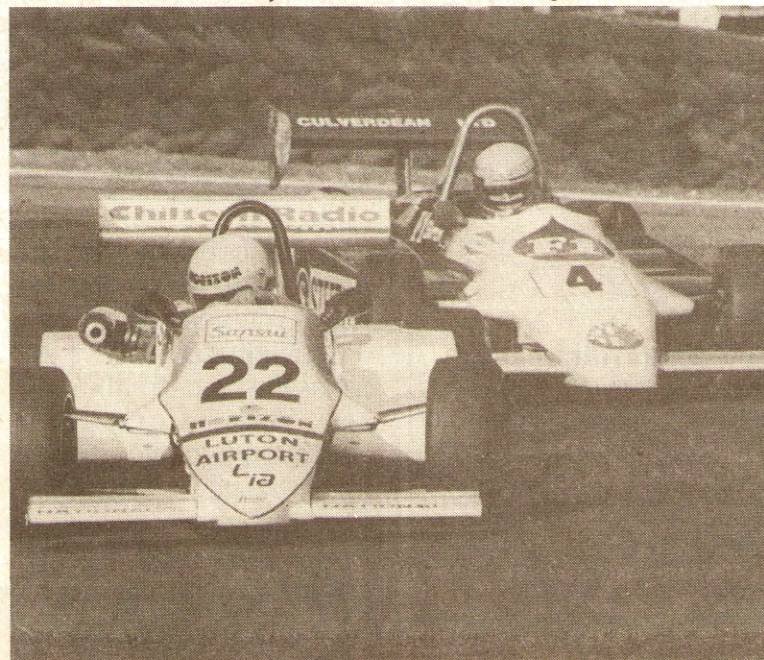
- 1, Tommy Byrne (Ralt-Toyota/Hesketh RT3D/82), 28m 43.02s, 109.2mph;
- 2, James Weaver (Ralt-Toyota/Novamotor RT3C/81), 28m 48.60s;
- 3, Roberto Moreno (Ralt-Alfa Romeo/Novamotor RT3D/82), 28m 48.95s;
- 4, Enrique Mansilla (Ralt-Toyota/Nicholson-McLaren RT3D/82), 28m 51.22s;
- 5, Martin Brundle (Ralt-Volkswagen/Brabham RT3D/82), 28m 56.63s;
- 6, Carlos Abella (Ralt-Volkswagen/Brabham RT3C/81), 29m 08.64s;
- 7, Dave Scott (Ralt-Volkswagen/Brabham RT3D/82), 29m 09.30s; 8, Tim Lee-Davey (Ralt-Toyota/Hesketh RT3D/82), 29m 29.59s; 9, Tim Davies (Ralt-Toyota/Anglia Cars RT3C/81), 29m 30.76s; 10, Mario Hytten (Ralt-Toyota/Anglia Cars RT3C/81), 29m 30.88s; 11, Peter Argetsinger (Ralt-Toyota/Anglia Cars RT3C/81), 29m 31.08s; 12, Phil Kempe (Ralt-Toyota/Novamotor RT3D/82), 29m 33.81s; 13, David Leslie (Magnum-Toyota/Robinson 382), 29m 35.93s; 14, Osamu Nakako (Ralt-Toyota/RT3B/80), 29m 44.05s; 15, Mike Rosen (Ralt-Toyota/Hesketh RT3D/82), 29m 49.11s; 16, Phil Dowsett (March-Toyota/Racing Fabrications 813), 29m 53.87s; 17, Josh Wright (Pilbeam-Toyota/Anglia Cars MP51), 30m 09.26s; 18, Roy Steele (Ralt-Toyota/Novamotor RT3C/81), 30m 52.34s, including 1min penalty; 19, Martin Longmore (Ralt-Toyota/Nelson RT3C/81), 19 laps; 20, Tony Norton (March-Toyota/Novamotor 803), 19 laps; 21, Bob Birrell (March-Toyota/Anglia Cars 813), 18 laps.

Fastest lap: Mansilla, 1m 24.72s, 111.054mph (record).

Retirements: Jeff Williams (Ralt-Toyota/Williams RT1), 18 laps; Tony Trevor (Ralt-Toyota/Anglia Cars RT3C/81), 13 laps, engine; Brian Dunning (March-Toyota/Novamotor 803B), 11 laps, accident; Mike O'Brien (Anson-Toyota/Anglia Cars SA3C), 5 laps, accident. **Did not start:** Kees Nierop (Ralt-Toyota/Mader RT3D/82), engine.

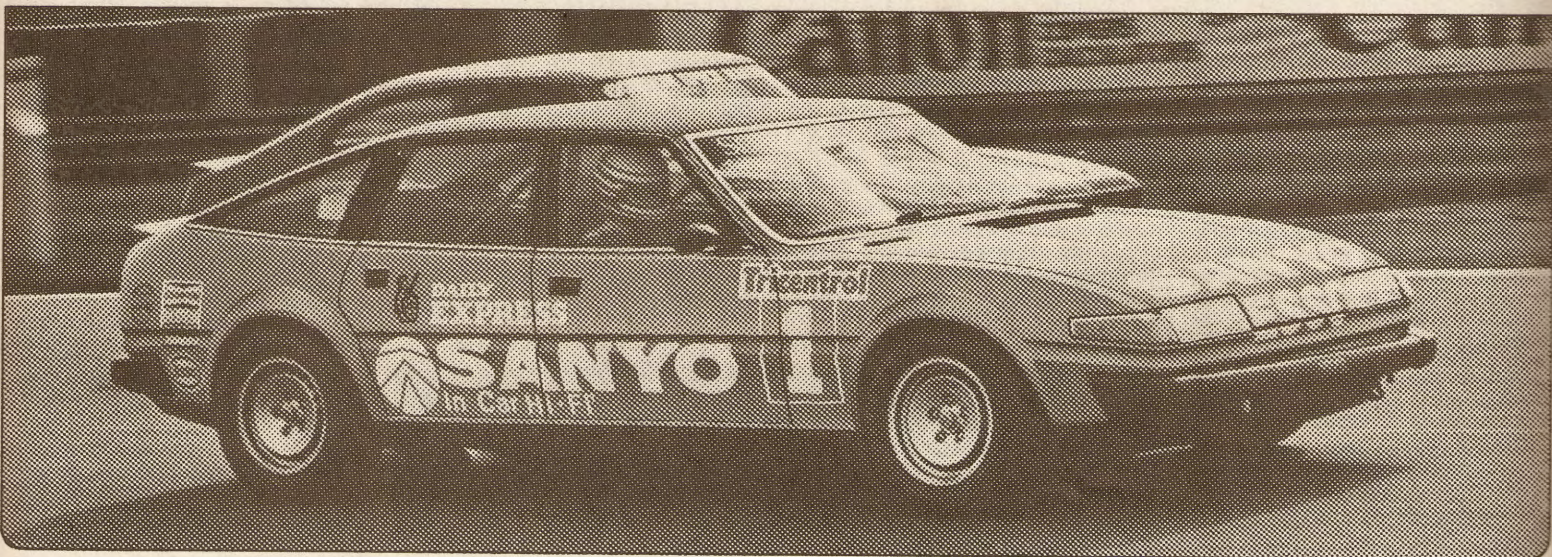
Championship positions: 1, Byrne, 71pts; 2, Mansilla, 44; 3, Moreno and Weaver, 42; 5, Brundle, 25; 6, Scott, 23; etc. **Next round:** Aug 1, Mallory Park.

Mike O'Brien drove extremely well in the Anson here heading Roberto Moreno.



Austin Rover win yet again.

Rover outright winner. Metro wins its class.
Brands Hatch July 18th. R.A.C. British Saloon Car Championship.



RESULTS

ROVER 1st and 3rd OVERALL

OUTRIGHT WINNER:
PETER LOVETT IN SANYO/ESSO ROVER 3500
3rd OVERALL:
JEFF ALLAM IN SANYO/ESSO ROVER 3500

METRO 1st, 2nd, 3rd, AND 4th IN 1300cc CLASS

1st: Richard Longman in Datapost/Esso Metro
2nd: Steve Soper in Hepolite Glacier Austin Metro
3rd: Neil McGrath in Everest Double Glazing Austin Metro
4th: Roger Saunders in Wadham Stringer/Castrol Austin Metro

Since entering British saloon car racing, Metro and Rover have scored victory after victory.

With convincing wins against an international line-up, Rover further advances the driving experience and Metro proves it has the shape for the road ahead.

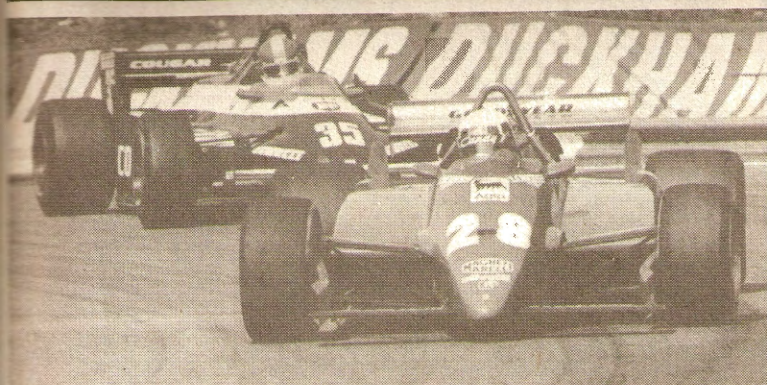
And we are using the advanced technology of our racing and test programme to enhance the development of the whole model range.

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Move over to Austin Rover. 

*Results subject to official confirmation. Rover 3500 and Austin Metros shown above, prepared to Group 1 Saloon Car specification.

GP Preview



Two men relying on turbo power — Didier Pironi and Derek Warwick.

FRENCH GP

Turbo time

One of the absurdities of this year's Grand Prix calendar is the fact that the French GP has been scheduled just a week after the event at Brands Hatch, leaving the teams virtually no time to lick their wounds and prepare afresh for the next race.

The odds appear to be in Didier Pironi's favour, the Frenchman in the fortunate position, like John Watson this time last week, of heading for his home race with a lead in the World Championship. Didi will be helped by the fact that Ricard is a circuit far more favourable to the turbos, although he will doubtless be unable to eliminate the memory of two horrifying crashes during testing there earlier this year. Team-mate Patrick Tambay will provide able support, encouraged by a good drive at Brands.

The other two foreign turbo teams are not on quite such a high as Ferrari. This will be a vital race for Renault, whose reliability this year has been as bad as at any stage in their five year involvement. It is very important to them that the cars perform at home . . . in the race as well as practice. They can ask no more of their two drivers Alain Prost and René Arnoux. Brabham will again run BMW-powered cars for Nelson Piquet and Riccardo Patrese, but will they again surround their activities with intrigue about mid-race fuel stops?

What of Toleman? After Derek Warwick's stunning performance at Brands Hatch there is new optimism in the team. The mixture of Hart turbo and Pirelli's effective new race rubber could prove even more effective at Ricard.

Ranged against these will be the Cosworth teams, led by Constructors' Cup leaders McLaren and Williams. Niki Lauda and John Watson, with two wins apiece must not be discounted, while the Williams duo of Keke Rosberg and Derek Daly help the Cosworth attack. Apart from these, the other teams remain the same as at Brands Hatch: Tyrrell will be represented by Alboreto and Henton (the latter encouraged by his Brands fastest lap), ATS by Winkelhock and Salazar, Lotus by de Angelis and Mansell (although the Englishman may decide to rest his damaged wrist and sit out this race), Ensign by Guerrero, March by Mass and Boesel, Fittipaldi by Serra, Arrows by Surer and Baldi, Osella by Jarier and Theodore by Lammers. The other normally aspirated cars come from Talbot-Ligier (who will probably run JS19s for both Laffite and Cheever) and Alfa Romeo (de Cesaris and Giacomelli).



Lauda — creeping nearer the top.

FIA Formula 1 World Championship of Drivers After 10 of 16 rounds

1	Didier Pironi (13)	35
2	John Watson (6)	30
3	Niki Lauda (-)	23
4	Keke Rosberg (-)	21
5	Riccardo Patrese (11)	19
	Alain Prost (5)	19
7	Nelson Piquet (1)	17
8	Elio de Angelis (-)	13
9	Michele Alboreto (-)	10
	Eddie Cheever (11)	10
11	Derek Daly (-)	7
	Nigel Mansell (14)	7
13	Carlos Reutemann (2)	6
	Gilles Villeneuve (7)	6
15	Andrea de Cesaris (18)	5
16	René Arnoux (9)	4
	Patrick Tambay (18)	4
18	Jean-Pierre Jarier (-)	3
19	Manfred Winkelhock (-)	2
	Eliseo Salazar (18)	2
	Marc Surer (16)	2
22	Chico Serra (-)	1
	Jacques Laffite (4)	1
	Mauro Baldi (-)	1

FIA International Cup for Constructors

1	McLaren-Ford (6)	54
2	Ferrari (5)	45
3	Williams-Ford (1)	28
4	Renault (3)	23
5	Lotus-Ford (7)	20
6	Brabham-Ford (2)	19
7	Brabham-BMW (-)	17
8	Talbot-Ligier (4)	13
9	Tyrrell-Ford (8)	10
10	Alfa Romeo (8)	5
11	ATS-Ford (12)	4
12	Arrows-Ford (8)	3
	Osella-Ford (-)	3
14	Fittipaldi-Ford (-)	1

Numbers in brackets indicate last year's positions.

PAUL RICARD, FRANCE

3.610 miles (5.810kms)

Lap record: Alan Jones (Williams FW078), 1m 41.45s, 128.108mph

TIMETABLE

Practice	
Friday	10.00-11.30 (untimed)
	13.00-14.00
Saturday	10.00-11.30 (untimed)
	13.00-14.00
Sunday	(warm-up)
Race	15.00 (54 laps, 194.95 miles)

Sunday

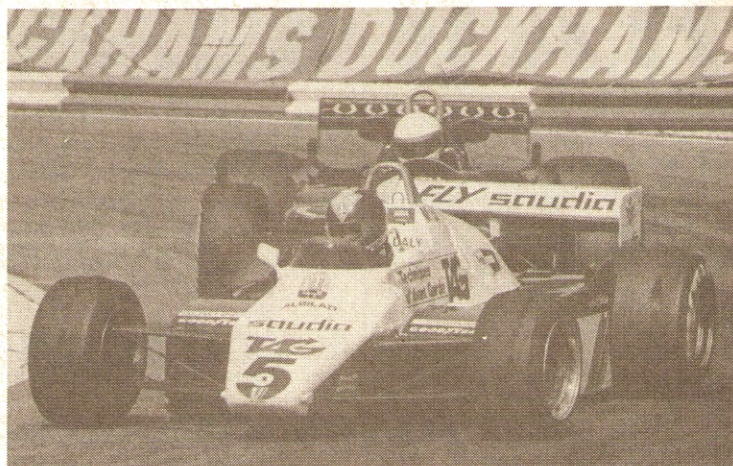
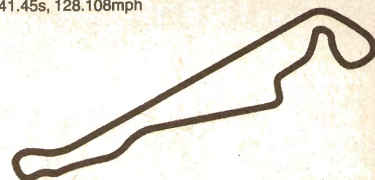
All these times are local and one hour ahead of BST. This means that the Grand Prix is due to start at 14.00 BST.

BROADCASTING

Radio 2 (MW)	Saturday, 13.30-18.00 (practice news)
	Sunday, 19.02-19.30 (race report)
TV	Sunday, 23.50-00.25 (race highlights)

PREVIOUS WINNERS

Year	Circuit	Driver	Nat	Car	Speed
1970	Clermont	Jochen Rindt	A	Lotus	98.4mph
1971	Ricard	Jackie Stewart	GB	Tyrrell	111.6mph
1972	Clermont	Jackie Stewart	GB	Tyrrell	101.6mph
1973	Ricard	Ronnie Peterson	S	John Player Special	115.7mph
1974	Dijon	Ronnie Peterson	S	John Player Special	119.751mph
1975	Ricard	Niki Lauda	A	Ferrari	116.60mph
1976	Ricard	James Hunt	GB	McLaren	115.84mph
1977	Dijon	Mario Andretti	USA	Lotus 78	113.714mph
1978	Ricard	Mario Andretti	USA	Lotus 79	118.312mph
1979	Dijon	Jean-Pierre Jabouille	F	Renault RS	118.878mph
1980	Ricard	Alan Jones	AUS	Williams FW078	126.14mph
1981	Dijon	Alan Prost	F	Renault RS	118.304mph



Two men leading the Cosworth challenge — Derek Daly and Elio de Angelis.

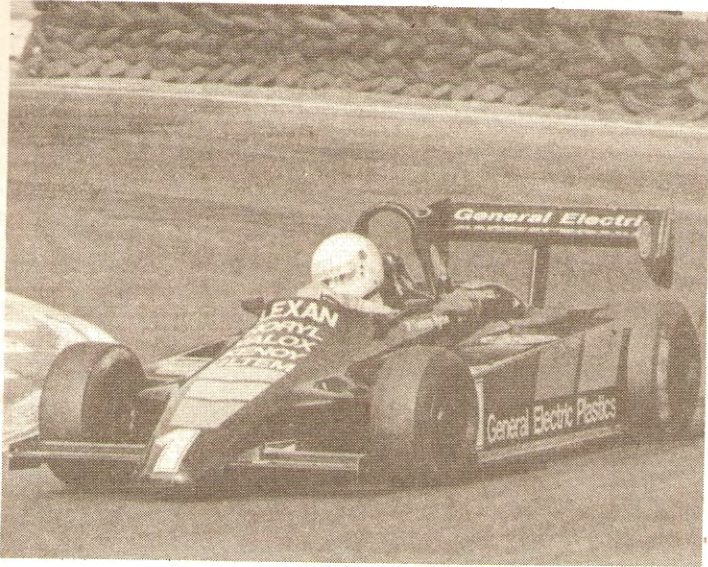
GRAND PRIX FORM GUIDE

Last six Grands Prix						Driver		Nat		Car	
5	R	NQ	1	2	R	Nelson Piquet	BR	Brabham-BMW	BT50		
R	1	R	2	15	R	Riccardo Patrese	I	Brabham-Ford	BT50		
R	10	R	R	7	R	Michele Alboreto	I	Tyrrell	011		
R	8	9	12	R	8	Brian Henton	GB	Tyrrell	011		
R	6	5	7	5	5	Derek Daly	IRL	Williams	FW08		
2	R	4	R	3	R	Keke Rosberg	SF	Williams	FW08		
1	R	1	3	9	R	John Watson	GB	McLaren	MP4B		
DSQ	R	R	R	4	1	Niki Lauda	A	McLaren	MP4B		
R	R	R	R	13	NQ	Manfred Winkelhock	D	ATS	D5		
R	R	R	NQ	12	NQ	Elièso Salazar	RCH	ATS	D5		
4	5	R	4	R	4	Elio de Angelis	I	Lotus	91		
R	4	R	R	—	R	Nigel Mansell	GB	Lotus	91		
NQ	NQ	R	R	NQ	R	Roberto Guerrero	CO	Ensign	N181		
R	7	12	R	R	6	Alain Prost	F	Renault	RE30B		
R	R	10	R	R	R	René Arnoux	F	Renault	RE30B		
R	NQ	7	11	R	10	Jochen Mass	D	March	821		
R	NQ	R	R	R	NQ	Raul Boesel	BR	Ferrari	126C2		
NQ	NQ	NQ	NQ	NQ	WDN	Emilio de Villota	E	March	821		
6	NQ	11	NQ	R	R	Chico Serra	BR	Fittipaldi	F9		
R	3	R	6	R	NC	Andrea de Cesaris	I	Alfa Romeo	182		
R	R	R	R	11	7	Bruno Giacomelli	I	Alfa Romeo	182		
3	R	2	10	NQ	R	Eddie Cheever	USA	Talbot-Ligier	JS19		
9	R	6	R	R	3	Jacques Laffite	F	Talbot-Ligier	JS19		
—	—	—	—	8	3	Patrick Tambay	F	Ferrari	126C2		
WDN	2	3	9	1	2	Didier Pironi	F	Ferrari	126C2		
7	9	8	5	10	R	Marc Surer	CH	Arrows	A4		
R	NQ	R	8	6	9	Mauro Baldi	I	Arrows	A4		
R	NQ	R	WDN	14	R	Jean-Pierre Jarier	F	Osella	FA1C		
—	—	—	—	R	NQ	Jan Lammers	NL	Theodore	TY02		
R	NQ	—	—	R	R	Derek Warwick	GB	Toleman	TG181		
R	NQ	—	—	NQ	R	Teo Fabi	I	Toleman	TG181		

CONGRATULATIONS

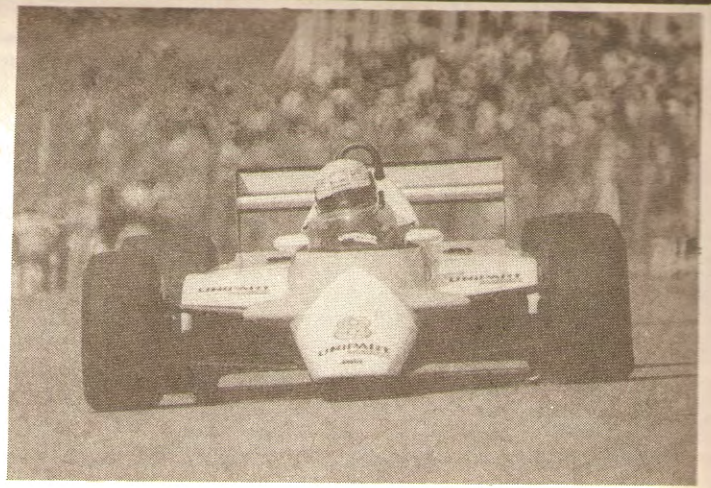
TO THE WINNING TEAM

TOMMY BYRNE WITH MURREY TAYLOR RACING



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Needless accident mars Atlantic sports

An alarming incident on the second lap of Saturday's Atlantic Computer sports car race eliminated the cars of Peter Millward and championship sponsor John Foulston on the spot. Although neither car was very seriously damaged, the somewhat bizarre circumstances in which the accident occurred warrant closer scrutiny.

After a slow start with a dragging clutch, Foulston's McLaren M8C/D dived into the pits at the end of the opening lap to have a door closed. Millward, whose start had been delayed, was passing the pits when Foulston was ready to rejoin the fray.

As the McLaren moved towards the pit exit the 'traffic light' control flicked from red to green and Foulston hurtled back onto the track, immediately colliding with Millward whose Lola was on an unusually tight line into Paddock.

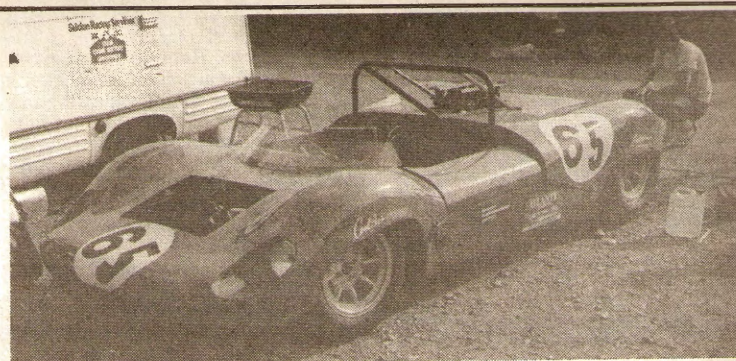
Observers say that Peter was on or against the yellow line which 'separates' track from pit exit when the incident happened and both cars spun wildly, shedding bodywork, through the corner. Both drivers emerged unscathed and the track was quickly cleared.

Bearing in mind the fact that the pit lights were green when Foulston passed, many onlookers felt that it was 'just one of those things', a 50/50 situation with Foulston in the wrong for coming out too quickly and Millward misplaced on the circuit. Someone, incredibly, ventured

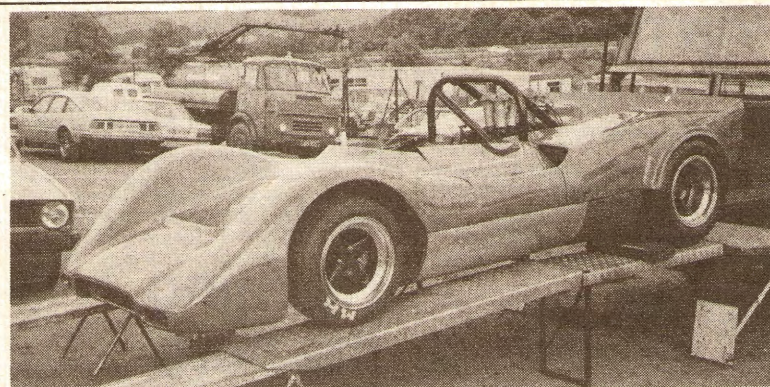
that Peter should have looked in his mirrors! While passing the pit-lane... really.

Although the proceedings were not put before the Stewards it would appear that rather more blame was apportioned to Millward for his position on the circuit than to Foulston whose actions surely are not to be condoned.

That the McLaren pilot's return to the track was accomplished without apparent caution, certainly scant regard to speed, seems to have gone unnoticed. Mercifully the incident did not have worse consequences but a closer watch must be kept in future to avoid a repetition in this 'gentlemen's category'.



Terry Green forsook his regular Merlyn Mk6A for the Seldon Racing Services Attila at the British Grand Prix meeting, this being one of three early cars to supplement the large capacity Atlantic Computer contenders. Green was plagued by problems from the outset, the Chevrolet engine cracking its cylinder heads in testing and subsequently, with these replaced, it deposited its water in the paddock. The big V8 will be given another airing soon but it's back to the Lotus twin-cam engined Merlyn for Donington.



Mike Taylor's superb McLaren M6B will join the Atlantic fray shortly.

Second McLaren M6B

Two McLaren M6B CanAm cars were seen at the Brands Hatch Grand Prix meeting although Mike Taylor's example was on display only due to the non-arrival of a set of drivshafts, on order since April...

Taylor, of Tetranychus Telarius F1300 and Abacus FF1600 racing fame, bought the car from America late last year and has painstakingly restored it to original condition at his Gloucestershire base.

The car was purchased from the factory by the late John Woolfe, subsequently appearing in GE Silicone colours Stateside with Charlie Glotzbach at the

wheel. It has not raced for several years but Taylor is looking forward to his first experience of brute power.

During the meeting the McLaren was inspected by HSCC Eligibility Scrutineer David Grainger and the 5-litre Chevrolet-engined machine will, with any luck, make its Atlantic Computer series debut at Donington in a fortnight's time.

Mike is currently on the lookout for some financial support for the racing effort and was seen scrutinising David Franklin's pristine ex-Oscar Koveleski M6B for final detail preparation in the paddock.



Subtle modifications to Alistair Douglas-Osborn's Waring & Gillow Pilbeam MP47 at Shelsley Walsh on July 11, endowed the machine with better balance than before so the team was able to crank off some rear wing in their quest for greater speed. On the first Top 10 run the car felt so good that ADO decided to approach the bottom Ess faster than before, only for the tail to slide wide onto the bank. The DFV-powered Pilbeam scaled the gradient, coming to rest at a 45 degree angle but, amazingly, repairs in the paddock allowed Alistair to make his second championship climb.

Phillips's mixed Grand Prix fortunes

Long-time historic and sports car racer Simon Phillips had a very mixed weekend at Brands Hatch where he fielded cars in the Bellini and Lloyds & Scottish championship rounds.

Having announced his retirement from endurance racing following the private Nimrod team's splendid performance at Le Mans, Phillips brought his rebuilt Lotus 16 and the newly prepared Martin BM8 to the Grand Prix meeting.

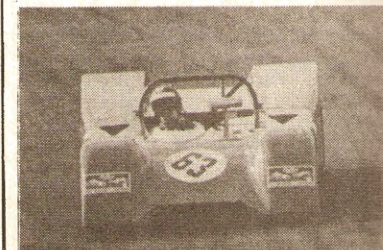
Constructor Brian Martin was on hand to oversee the running of the ex-David Good/Richard Brown sports car with which Simon is superceding his Chevron B16 in the HSCC rounds.

Now fitted with a 'circuit' nosecone in place of the stubby hillclimb front end, the FVC-powered device ran as high as third in the Bellini counter until its small sprint event brakes overheated. Fuel pressure problems dropped the BM8 down the field thereafter but the combination proved that it will be a competitive force once in full 'racing' trim.

Martin is apparently considering bringing out the BM8's sister chassis. Simon's car having spent some years in the guise of Richard Simm's first Skoda special saloon since Brown last ran it.

On Saturday Phillips turned his attention to his Lloyds & Scottish-contending Lotus 16, happily repaired since its heavy Donington shunt but alas the car was severely damaged in a practice incident at Graham Hill Bend. The maroon Lotus suddenly veered off course, seemingly due to a structural failure, Simon being very fortunate indeed to escape with bad bruising to his legs and body. Hopefully sufficient spares can be located to rebuild the car once more.

Simon Phillips débuts the Martin BM8.



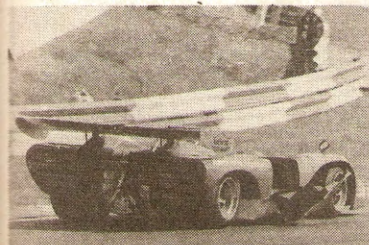
Doors open for Gerry Marshall?

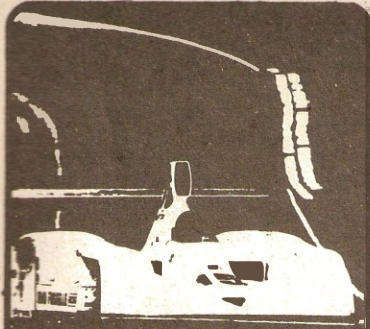
One of the most awesome sights of the Grand Prix weekend was that of Gerry Marshall thundering Noel Gibbs's vast Lola T222 through the Atlantic Computers field after a troubled practice left the powerful combination languishing at the back of the grid for Saturday's race.

Gibbs, who had apparently never been to a motor race before, was delighted with Gerry's charge up to fourth place and he would surely have caught David Franklin's ailing McLaren too had the driver's door not flapped open in the closing stages.

Once the throttle cable problem which stranded the car on the circuit on its second practice lap had been repaired the ex-Chuck Parsons car ran impressively with a 'semi-cooking' engine and sponsors Ian Scott, Richard Berry and Patrick Burke can be well pleased with the result. Wouldn't it be nice to see Marshall mixing it with the big McLarens, Lolas, March and BRM on a regular basis this season.

Gerry Marshall — all aboard!





International Races

LA CHATRE EURO F3

Double Martini

The works Martini team have really been in the doldrums this year, their latest MK37 model proving nothing like a match on most circuits for the Euroracing cars or the ever-increasing number of Ralts that appear. However, all that changed at the tight, bumpy, La Châtre circuit on Sunday, when the French team scored a resounding 1-2 success. The race also marked a change in fortunes for Philippe Alliot, whose abysmal string of bad luck at last came to an end as he headed home team-mate Alain Ferté.

The Magny-Cours based team missed the last European championship round in order to carry out some much-needed development on their cars and they appeared last weekend with revised rear suspension. Both Alliot and Ferté were very happy with the progress that had been made and both men looked far more confident and optimistic than they have for several weeks.

The strongly supported French championship ensured that two qualifying heats were necessary, both run around 18 laps of the half-permanent, half-public road track. The first saw Ferté and Alliot soon pull away from their pursuers, the pair of Marlboro/Total Martinis crossing the line in close formation almost 13secs clear of the impressive Bernard Santal. A graduate of the La Châtre racing school, Santal has recently acquired a Ralt RT3 from Dave Price's team (the car used by French series leader Pierre Petit at the beginning of the year) and is making very good progress. He equipped himself with European-spec Michelin tyres for this race, therefore not eligible for French points, and went extremely well to beat the Euroracing-Alfa of Emanuele Pirro. The Italian, however, was suffering with an upset stomach and, after consulting a doctor, elected not to start the final.

The second heat saw Pirro's team-mate Oscar Larrauri at the front, the European series leader finishing over 10secs clear of the ever-improving Anson of Claudio Langes, who actually set fastest race lap.

The 40-lap final saw heat winners Ferté and Larrauri on the front row, although Alliot soon charged his way through to the front. Ferté slotted dutifully into second place and this duo began to edge away from Larrauri. As the race wore on, Ferté began to attack the leader but, with visions of earlier incidents this year between the pair, team manager Hugues de Chaunac signalled for the two Martini drivers to maintain station.

Larrauri ran a lonely race in third

place, while Santal again showed well to claim fourth, well clear of Langes and the unhappy Theys. Roberto Ravaglia was unable to make any great impression in his Dallara and so finished seventh, some way clear of a good battle for maximum French points between Michel Ferté and Pierre Petit. The latter had worked his Crédit Agricole/Dave Price Racing RT3 up well from a lowly grid placing but could not find a way past the Marlboro/ORECA Martini.

WOLFGANG MONSEHR

LA CHATRE (F) Jul 18 European Formula 3 Championship, round 11 French Formula 3 Championship, round 9 40 laps — 57.79 miles

1, Philippe Alliot (Martini-Alfa Romeo MK37), 42m 44.14s, 81.13mph;
2, Alain Ferté (Martini-Alfa Romeo MK37), 42m 45.07s;
3, Oscar Larrauri (Euroracing-Alfa Romeo 101), 42m 55.72s;
4, Bernard Santal (Ralt-Toyota RT3), 43m 05.42s;
5, Claudio Langes (Anson-Toyota SA3C), 43m 11.69s;
6, Didier Theys (Martini-Alfa Romeo MK37), 43m 15.42s;
7, Roberto Ravaglia (Dallara-Alfa Romeo 382B), 43m 23.88s; 8, Michel Ferté (Martini-Alfa Romeo MK37), 43m 33.95s; 9, Pierre Petit (Ralt-Volkswagen RT3), 43m 34.31s; 10, Jo Zeller (Ralt-Toyota RT3), 43m 41.30s; etc.

Fastest lap: Alain Ferté, 1m 03.33s, 82.12mph.
Heat One (18 laps): 1, Alain Ferté, 19m 08.44s, 81.52mph; 2, Alliot, 19m 09.64s; 3, Santal, 19m 22.59s; 4, Emanuele Pirro (Euroracing-Alfa Romeo 101), 19m 24.72s; 5, Paolo Giangrossi (Ralt-Alfa Romeo RT3), 19m 35.35s; 6, Patrick Gonin (Martini-Alfa Romeo MK37), 19m 35.82s; etc. **Fastest lap:** Ferté, 1m 03.03s, 82.51mph.

Heat Two (18 laps): 1, Larrauri, 19m 11.58s, 81.29mph; 2, Langes, 19m 22.09s; 3, Theys, 19m 24.86s; 4, Francois Hesnault (Martini-Alfa Romeo MK37), 19m 29.94s; 5, Ravaglia, 19m 30.66s; 6, Michel Ferté, 19m 32.98s; etc. **Fastest lap:** Langes, 1m 03.41s, 82.02mph.

European championship positions: 1, Larrauri, 76pts; 2, Pirro, 46; 3, Alain Ferté, 34; 4, Theys, 25; 5, Alliot, 18; 6, James Weaver (Ralt), 15; etc. **Next round:** Aug 8, Knutsdorp (S).

French Championship positions: 1, Petit, 107; 2, Michel Ferté, 90; 3, Hesnault, 81; 4, Gonin, 62; 5, Philippe Renault (Martini), 58; 6, Patrick Teillet (Martini), 34; etc. **Next round:** July 25, Paul Ricard.

BRAINERD IMSA

Polished Paul

John Paul Jnr debuted his brand new Lee Dykstra-designed spaceframe Porsche 935 at the Brainerd IMSA round on July 11 and went on to score an impressive victory, taking the chequered flag some 17secs clear of the Interscope Lola T600s of Danny Ongais and Ted Field.

Paul's new car is radical indeed, featuring a right-hand side driving position in the interests of optimum weight distribution and 'secret' inboard front suspension that allows clean airflow to full-length venturis beneath the car. It obviously works. Johnny took the lead on lap 10 and was never seriously threatened during the race, despite running dangerously low oil pressure and having almost missed his pit during a fuel stop.

John Fitzpatrick, winner of two recent Camel GT rounds with his equally far out Porsche 935 K4, unfortunately retired early on with engine failure, so the pair of Interscope Lolas provided Paul's main opposition. Both cars planned to run a conservative pace without stopping for fuel but even this ploy was not enough to

bother the Porsche.

Bill Koll claimed fourth in his Rondeau, which now features a Chevrolet engine rather than the original Cosworth, while Rick Mears drove the 'factory' Ford Mustang turbo and got as high as second place before going out with suspension failure.

STEVE POTTER

BRAINERD (USA) Jul 11 IMSA Camel GT Championship, round 10 42 laps — 126 miles

1, John Paul Jnr (3.0 Porsche 935 tc), 1hr 6m 45.020s, 113.258mph;
2, Danny Ongais (5.7 Lola-Chevrolet T600), 1hr 7m 2.490s;
3, Ted Field (5.7 Lola-Chevrolet T600), 42 laps;
4, Bill Koll (5.7 Rondeau-Chevrolet M382C), 41 laps;
5, Del Russo Taylor (3.5 Chevron-Buick), 38 laps;
6, Logan Blackburn (2.5 Datsun 280ZX Turbo), 38 laps;
7, Joe Varde (2.3 Mazda RX-7), 38 laps; 8, Roger Mandeville (2.3 Mazda RX-7), 38 laps; 9, Tico Almeida (5.0 Ford Mustang), 37 laps; 10, Tom Nehl (6.0 Chevrolet Camaro), 37 laps; etc.

Championship points: 1, Paul, 145pts; 2, Field, 106; 3, Ongais, 94; 4, John Paul Jnr (Porsche 935), 68; 5, John Fitzpatrick (Porsche 935), 60; 6, ML Speer and Terry Wolters (Porsche 935), 47; etc. **Next round:** Jul 25, Sears Point.

SUZUKA F2

Hoshino the hero

The latest round of the All-Japan Formula 2 Championship, held at Suzuka on July 4, brought a clear victory for the Le Mans Company's March-BMW 822, driven by the experienced Kazuyoshi Hoshino. Major interest, however, surrounded a superb battle for second place, which finally went in favour of Keiji Matsumoto (March 822) from the Honda-powered 812 of Satoru Nakajima and the BMW-engined 822 of Britain's Geoff Lees.

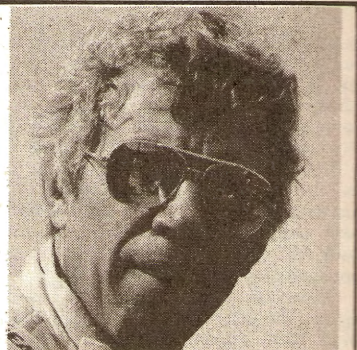
This trio fought out a tremendous battle over the last 15 laps or so, Matsumoto's Dunlop-shod car just holding its place over the powerful Honda car, with Lees tagging on tightly in fourth place. Interestingly, both Hoshino and Lees were using a new cross-ply Bridgestone tyre, rather than the more usual radial, and Geoff reported a significant improvement. He just wished he'd had them on for practice, too. As it was, he had to make do with the older cross-ply rubber practice and then lost some time early in the race, caught up behind Kunimitsu Takahashi's Toleman.

Hoshino — clear Suzuka victor.



SUZUKA (J) Jul 4 Japanese Formula 2 Championship 30 laps — 111.92 miles

1, Kazuyoshi Hoshino (March-BMW 822), 57m 54.48s, 115.97mph;
2, Keiji Matsumoto (March-BMW 822), 58m 04.00s;
3, Satoru Nakajima (March-Honda 812), 58m 04.91s;
4, Geoff Lees (March-BMW 822), 58m 05.41s;
5, Kenji Takahashi (March-BMW 822), 58m 34.03s;
6, Motoharu Kurosawa (March-BMW 822), 58m 54.68s; etc.



Pat Patrick's Indy-car pairing of Gordon Johncock (above) and Mario Andretti took the first two placings in Sunday's 500-mile race at Michigan, fighting off determined challenges from the works Penskes. Full report next week.

NASHVILLE NASCAR

Darrell dominates

The evening of July 10 saw the running of the 250-lap Busch Nashville 420 and local man Darrell Waltrip hauled himself equal to Richard Petty on the track's all-time NASCAR winners list by taking his second victory there this season.

'Jaws' was in virtually unstoppable form at the wheel of Junior Johnson's Buick Regal, leading for most of the race and finally taking the flag a full lap clear of Terry Labonte's JD Stacy Chevrolet Monte Carlo. Harry Gant (Buick), Ricky Rudd (Pontiac) and Tim Richmond (Buick) also completed 419 laps, the same as Labonte, who retook his Winston Cup points lead following the retirement of Bobby Allison due to engine failure.

Also on the list of retirements was Buddy Arrington, who had previously finished every race this season. His fine record at an end, Buddy's Dodge fell two places in the standings to sixth, overtaken by Gant and Dale Earnhardt, who finished ninth this time out in his Ford.

GORDON KIRBY

NASHVILLE (USA) Jul 10 Busch 420 NASCAR Winston Cup Grand National Championship, round 17 420 laps — 250 miles

1, Darrell Waltrip (Chevrolet Regal), 86.524mph;
2, Terry Labonte (Chevrolet Monte-Carlo), 419 laps;
3, Harry Gant (Buick Regal), 419 laps;
4, Ricky Rudd (Pontiac Grand Prix), 419 laps;
5, Tim Richmond (Buick Regal), 419 laps;
6, Geoff Bodine (Pontiac Grand Prix), 418 laps;
7, Richard Petty (Pontiac Grand Prix), 418 laps;
8, Jody Ridley (Ford Thunderbird), 417 laps; 9, Dale Earnhardt (Ford Thunderbird), 417 laps; 10, Ron Bouchard (Buick Regal), 414 laps; etc.



International Rallies

HUNSRUCK RALLY

Determined Demuth

Driving the Audi Quattro with some verve, Harald Demuth was quite lucky to win the last weekend's Hunsruck rally over the army ranges around 'Beautiful Baumholder'. He drove the last four stages with only rear-wheel drive and the last stage with only three of the five gears available. Even more fortunate was Jochi Kleint in the Rothmans Opel Ascona, having to fight his way back up through the field after almost going OTL on the very first special stage with clutch failure.

But the drama began even before the start, with scrutineering turning into almost a comedy as crews stuffed Coca-Cola cans or caps on the exhaust to pass the ridiculously low noise test. The Almeras Porsches had to block three of the four pipes before being allowed through.

These two Porsches then almost missed the start at the uncivilised time of 5.30am the next morning. Neither drivers — the Spaniard Antonio Zanini or Jacques Almeras — were told about the change of start time.

Jochi Kleint went missing on the very first stage, the clutch pressure plate failing and he was only able to check in on the very last minute before exclusion at the time control. Thus Demuth went into the lead with his Quattro from the Mercedes Benz 500SLC being driven by the Austrian Josef Haider.

Russell Brookes moved to third on stage 3 with his recently reshelled Vauxhall, ahead of the 16-valve VW Golf GTI of Alfons Stock. On the very next stage Russell moved to second with the Mercedes suffering two rear-wheel punctures on the first long stage.

Demuth — championship leader.



By stage 7 it was Manfred Hero that held third in his Porsche 911 Turbo, ahead of Almeras in his normally aspirated 911, Stock having dropped back to eighth after a puncture. But five stages later his rally ended as the VW's gearbox failed in the middle of one of the longest stages.

Kleint was impressing most, leaping back up through the field and already up to third. Russell Brookes was likely to be caught as he really did not have quite the right tyre combination available.

By the end of the first leg back at Trier, the new centre for the rally, Demuth held a comfortable 7mins lead over Brookes despite having glanced off a slower car at one stage during the day. Kleint was still over 2mins behind Brookes, with Rausch fourth in a similar car ahead of Almeras, Haider, Hero and Simon Everett in his Tuborg Chevette. Zanini was back in 10th place after three punctures just ahead of John Buffum, who had also driven 6kms with a puncture in his Talbot Lotus.

The following morning the crews restarted at 6am. The sweltering sun of the previous day was at least partially covered by cloud on the Saturday, though the dust problem was far from solved.

Jacques Almeras moved to fourth place before the 40km long stage 22, where he suffered a rear puncture early in the stage. On TRX tyres for the first time, he stopped to change the wheel, and then suffered a second puncture, stopping Zanini who was running behind him. He later slid the rear of the car into a Hinkelstein, a particular style of stone with which the army line the edges of their roads to keep their tanks from straying. This smashed the rear-suspension. Buffum too had slid into one of these but was able to continue.

Not so lucky was Hero, the engine of his Porsche going sick with a suspected cam-shaft problem. It was on this stage too that Kleint managed to pass Brookes after the Vauxhall driver had a puncture.

But worse was to come. On stage 24 he suffered front and rear punctures. Stopping to change the rear, they drove on with the flat front, but the magnesium wheel eventually got so hot it began to burn. The situation was further complicated by another rear-puncture which led to a rear-axle failure. Fortunately, the axle failed within sight of the service area, so Russell was still in the rally, but back in fourth place, behind Haider.

Haider too was having problems with the exhaust and another rear puncture about 8kms from the end of the same stage on which he had two the previous day. So Russell moved back to third with Zanini now just behind Haider.

HUGH BISHOP

HUNSRUCK RALLY (D)

Jul 15-17

European Rally
Championship, round 30
(co-eff 3)

German Championship round

1. H. Demuth/A. Fischer (Audi Quattro), 6hr 38m 27s;
2. J. Kleint/J. Wanger (Opel Ascona 400), 6hr 47m 35s;
3. R. Brookes/R. Morgan (Vauxhall Chevette), 6hr 55m 01s;
4. J. Haider/P. Diekmann (Mercedes Benz 500SLC), 6hr 57.17s;
5. A. Zanini/J. Sabater (Porsche 9111SC), 7hr 00m 18s;
6. A. Rausch/K. Hopfe (Opel Ascona 400), 7hr 03m 40s;
7. S. Everett/W. Lux (Vauxhall Chevette), 7hr 11m 13s;
8. E. Weber/M. Berg (Opel Ascona 2000), 7hr 16m 23s;
9. U. Schwarz/K-E. Ufer (Ford Escort RS), 7hr 20m 32s;
10. "Nikola"/U. Dalko (Ford Escort RS), 7hr 21m 25s; etc.

German championship positions: 1, Demuth, 160 pts; 2, Kleint, 138; 3, Weber, 118; 4, Manfred Hero (Porsche), 87; etc.



National Rallies

LEUKAEMIA STAGES RALLY

Simpson's Stages

Carlton & DMC's Leukaemia Stages Rally was won at the weekend by Brian Simpson in a Talbot Sunbeam Lotus after a closely fought day-long battle with the Escort of Steve Green, accompanied by National Champion Bill Dobie's regular co-driver Dilys Rogers.

The single venue vent took place on Wymeswold Airfield, south of Nottingham and the ten stages were run mainly on tarmac. After a dull and wet start the weather cleared up and by the time the crews were relaxing in the bar of the Durham Ox at Six Hills, a dry and sunny afternoon had been enjoyed by all concerned.

LEUKAEMIA RESEARCH STAGES RALLY

Jul 18

1. B. Simpson/R. Campbell (Talbot Sunbeam), 3285;
2. S. Green/D. Rogers (Ford Escort), 3300;
3. C. Hill/S. Ulyatt (Alfasud), 3372;
4. M. Moore/N. Elliott (Triumph TR7 V8), 3377;
5. T. Hill/M. Wilton (Triumph TR7 V8), 3381;
6. K. Williamson/B. Wheeler (Ford Escort RS2000), 3411.

BORDER COUNTIES RALLY

Wood's triumph

Last Saturday's Esso Border Counties Rally may only have had eight stages but the shortest was 2½ miles and the longest 10 miles, run through the forests of the Tweed Valley and Eskdalemuir. Since the Scottish, the roads had been re-graded and were in superb condition but it was the quality of the entry which made the day. Points were at stake in both the Esso/BTRDA and Esso Scottish championships plus the Malcolm Wilson ANECC and ESACC series, so all the front runners were there.

Of course, it wasn't just points at stake, there was the small matter of national pride and John Foden's barrel of beer.

From Galashiels, Donald Heggie led away the 112 starters in his Goodyear Gartrac G3 with Trevor Smith's European Motorsport Escort at two, but they were not to repeat last year's 1-2, for Heggie punctured on the second stage and Smith lost time on both the first and fourth tests with distributor trouble. So,

over the opening stages it was Ken Wood in the Golden Wonder Triumph TR7 V8 who took command with Ivor Clark taking up station behind in the Holiday Village Maniton Talbot Sunbeam Lotus. Behind these two there was a whole gaggle of flying rally cars with George Marshall in the Cleland's GM Dealersport Vauxhall Chevette, Darryl Weidner in the Clearlite Roofing Escort and Clinton Smith's Thermoframe Escort leading the bunch.

With three stages gone the order was Wood, 17m 21s; Clark, 17m 41s; Marshall, 17m 53s; Weidner, 17m 58s and Smith 18m 26s. Already the extremely fast conditions were taking their toll. Peter Knowles broke a front hub, Wilson Girvan had two simultaneous front punctures on the first stage and John Brown was out of the rally after rolling his Escort heavily.

Down through the Eskdalemuir forests Wood was again firmly in command and although both he and Clark 'cleaned' Castle O'er, the big Triumph was stretching its lead. Weidner was really flying now on the stages that he likes so well, slipping ahead of Marshall and Smith hanging on to sixth place just behind a very determined Heggie. Trevor Prew's rally came to an end on stage six when the City Speed Larch Finance Escort flew off the road and navigator Brian Fox had to be taken to hospital for an X-ray, but was later pronounced fit and well although stiff and sore.

The surprise of the rally was Roy Cathcart from Inniskillen on only his second forest stage event lying in seventh place, with Andrew Wood's Group 1 Escort RS2000 just 9secs behind.

At the service halt, Heggie replaced the leaf springs on his car with coils which transformed the handling but then a slipping clutch ruined all chances of improvement. As the cars approached Craik the order was Wood, 35m 33s; Clark, 36m 02s; Weidner, 36m 49s; Marshall, 37m 16s and Heggie, 37m 37s.

'Son of Big Rumbly' simply erupted through Craik in a time of 10m 01s with the hard trying Clark 15secs down but Weidner punctured on this long stage and Marshall slipped through into third. At the finish, Ivor Clark stated simply "It was Wood's day and on that form no-one could have caught him".

In the classes, Ralph Lockey's Datsun finished ahead of Gavin Cox in his Chevette and Red Barry's Sunbeam while class 2 was won by James Sutherland's Escort from Willie Richardson's Datsun and Phil Wilks in the Fiesta.

Oh yes, the barrel of beer! For the second year running it went to the Scots but that only makes it all the more interesting for next year.

JOHN FIFE

ESSO BORDER COUNTIES RALLY

Jul 17

Esso/BTRDA Rally
Championship, round 5
Esso Scottish Rally
Championship, round 7

1. Ken Wood/Peter Brown (Triumph TR7 V8), 50m 49s;
2. Ivor Clark/Bryan Williams (Talbot Sunbeam Lotus), 51m 41s;
3. George Marshall/George Blackie (Vauxhall Chevette HSR), 53m 09s;
4. Darryl Weidner/Douglas Hart (Ford Escort RS), 53m 54s;
5. Clinton Smith/David Antrobus (Ford Escort RS), 54m 12s;
6. Donald Heggie/Ian Mungall (Gartrac G3 Escort), 54m 17s;
7. Roy Cathcart/Terry Harriman (Ford Escort RS), 54m 24s;
8. Dennis Moody/Andy Graham (Ford Escort Mk3), 54m 27s;
9. Robin Farrington/Peter Oldfield (Ford Escort RS), 54m 43s;
10. Alistair Sutherland/Steve Perez (Vauxhall Chevette), 55m 08s.

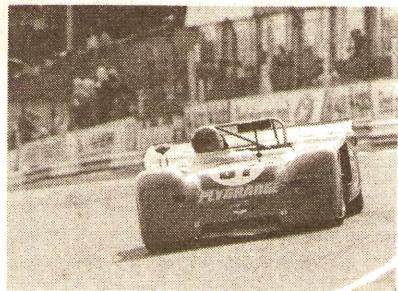
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Ian Taylor Racing Drivers School 1982 Open Days

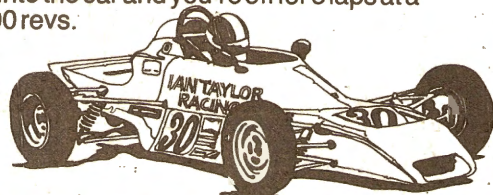
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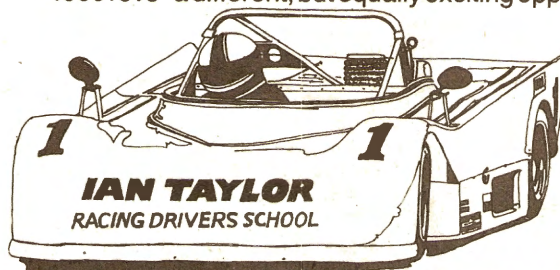
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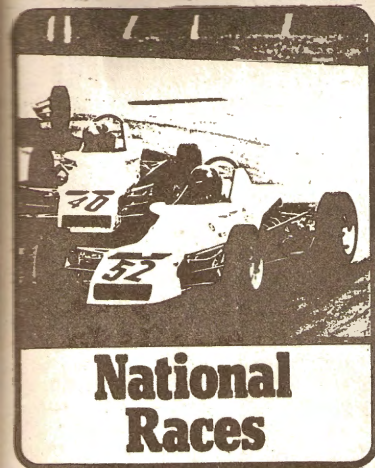
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National Races



The MGs of John Hewitt, Jim Baynam and Bill Hewitt dispute lines at Shaws.

In the MG Owners Club championship race, John Hewitt (MGB Roadster) had to follow the similar car of David Jarvis for the first two laps but then Hewitt got past and Jarvis only lasted another couple of laps before retiring. Once Jarvis had departed, second place was taken over by Jim Baynam's standard Roadster, which also took that class, but only by a fraction from Bill Hewitt (MGB Roadster). First Midget home was the Jeremy Lindley car in fourth overall.

Peter Baldwin (1.3 Mini) took an immediate lead at the start of the Wendy Wools Special Saloon race and was pursued at first by Tom Powell (1.5 Skoda) but the battling pair of Dale Minton (2.0 Escort) and David Smith (1.3 Stiletto) soon got past. Minton chased Baldwin but despite the extra capacity could not get to terms with the nimble Mini; Powell took a few bites at the Escort but slowly dropped back whilst Smith held on to fourth for the rest of the race taking a class lap record into the bargain. Tony Dickinson again had a bad day and had to start his Skoda from the back of the grid but, even with a rough sounding engine, moved the older of his two cars up to fifth by the finish ahead of Viv Wallace (1.0 Hornet) who took the class C win by just over a second from Michael Law's Stiletto. Only two starters graced the 850cc class, Barry Reece (Californian) taking his customary win from Bill Richards (Mini).

On his way to a win in the Gates-Varley Formula Junior race, John Brindley also set a new lap record in his Lotus 22. Malcolm Ricketts (Lotus 22) led for the first lap but had to give way to Brindley thereafter, being 4.5secs down at the flag but some 6.5secs in front of Roy Drew (Lola Mk2) who led the second placed Lotus until the last lap when Ricketts got past.

Alan Mills's Ford Zephyr 6 looked the only car likely to challenge Andrew Moore-Hinton (Jaguar Mk1) in the Pre '57 Saloon race but the Jaguar driver just had enough in hand to hold off the Ford and pull out a safe lead by the flag. David Burrows (Jaguar Mk1) had split the Ford from the leader for three laps after the start but could not keep up the pace and had to be content with third after the 10 laps were run. The largest class was composed of a single entry and Henry Crowther just kept his Jaguar MkVIII ahead of Brian Pollard (Standard Vanguard) to take fourth. David Lewis (Austin A35) was also the only car in his class and he finished sixth overall, well ahead of the class winning Borgward Isabella of Paul Harrison which finished next to last but set up a new class record.

On the opening lap of the Oceanair Clubmans race, Barry Webb (Mallock Mk21/23) took the lead whilst all sorts of dramas occurred behind. Michael Luck (Mallock Mk21), Barry Eggleton (Mallock Mk21M), and Malcolm Jackson (Mallock Mk20B) all spun at the entr-

ance to the Esses but only Eggleton made contact with the barriers and all continued. Despite his first lap spin, Jackson was up to second place the second time round and on the penultimate lap took the lead from Webb to win by a couple of lengths. Martin Wood (Mallock Mk22) took third, Guy Woodward (Mallock Mk24) fourth, Peter Richings (Mallock Mk21) fifth, and Peter Clark (Mallock Mk18BW) was sixth these latter four positions remaining unchanged for most of the race.

After only three laps of the Monroe Production Saloon event, the Scirocco of John Llewellyn and the Saab Turbo of Mike Bennion came together at Shaws Hairpin. That encounter was not very significant but the two cars touched again shortly afterwards as they came onto the start/finish line. In the second incident, the Scirocco bounced off the Saab and into the armco before flipping heavily over and sliding down the track on its roof. With so much debris and an

inverted car on the circuit the race was quickly stopped to extricate Llewellyn, who was shaken but sustained only a cut finger. The Scirocco and Saab were naturally absent at the restart but the race recommenced as part one had left off — with Tony Lanfranchi's Opel Monza taking the lead away from the start but having to give way to the Capris by the second lap or so. Graham Scarborough finally shook off Gerry Marshall to win comfortably, leaving the Monza in third place. Pete Walters had a good race in his Dolomite Sprint, holding Martin Williams (Toyota Celica) and Gary Waller (Capri) off to take fourth overall and the class B win, although fastest lap went to Williams.

Having the P&O Ferries FF1600 race at the end of the programme meant that some spectators had drifted away but those who actually left missed a fine race. David Wheeler (Royale RP31M) followed the Slush Puppie Lola of Mark Peters round the first lap, but the latter then went out when the throttle stuck open entering Gerards on the second lap, and Wheeler went on to win by over 5secs. The reason for the large margin between Wheeler and Gianfranco Cané (Van Diemen RF82) in second was that Cané had to fend off the close attentions of Don Hardman (Royale RP31M). The resulting fierce battle held them both up and allowed Wheeler to ease away. Just behind the Cané/Hardman fight, Gary Evans (Van Diemen RF82) held off the Sark of Kevin Warner, while Beat Jans (Van Diemen RF82) was also involved in this fight. Outside the top six, Niki Phillips (Crossle 50F), David Button (PRS 82F) and Dougie Spēncer (Van Diemen RF82) were likewise heavily involved in a frantic but clean dice, which actually finished in that order.

PAUL BOOTHROYD

MALLORY PARK (GB), Jul 11, BARC

HSCC Historic Handicap race (10 laps): 1, Tony Steele (Lola-Ford Mk2 FJ), 9m16.3s, 84.71mph; 2, Alan Eisner (Chevron-Cosworth B16), 9m21.6s; 3, Graham Bayley (Alfa Romeo Giulia GTV), 9m34.2s; 4, Tony Childs (Porsche 356A), 9 laps; 5, Mervyn Sherlock (Lotus Elan S2), 9 laps; 6, Peter Preston (Austin Healey Sprite), 9 laps. **Fastest lap:** Eisner, 50.80s, 95.66mph.

Champion of Mallory FF1600 race (10 laps): 1, Don Hardman (Royale-Nelson RP31M), 8m36.9s, 94.02mph; 2, Niki Phillips (Crossle-Aldon 50F), 8m37.3s; 3, Kevin Warner (Sark-Engine Shop 2C), 8m41.3s; 4, Rod Gretton (Royale-Nelson RP31M), 8m42.9s; 5, Mike Parkes (Van Diemen-Aldon RF81), 8m43.6s; 6, John Taylor (Royale-Minister RP26), 8m44.1s. **Fastest lap:** Ross Cheever (Van Diemen-Auriga RF82), 50.5s, 96.42mph.

BARC/MGOC Championship Race (10 laps) — overall: 1, John Hewitt (2.0 MGB Roadster), 10m06.1s, 80.18mph; 2, Jim Baynam (1.9 MGB Roadster), 10m44.9s; 3, Bill Hewitt (1.8 MGB Roadster), 10m45.6s; 4, Jeremy Lindley (1.3 Midget), 11m03.0s. **Standard cars:** 1, Baynam, 75.36mph; 2, Bill Hewitt; 3, Lindley. **Fastest lap:** Bill Hewitt, Baynam and Neil Christensen (1.3 Midget), 1m02.9s, 77.26mph (record). **Modified cars:** 1, John Hewitt; 2, Graham Robson (1.3 Midget), 11m05.4s; no other finishers. **Fastest lap:** John Hewitt, 58.3s, 83.36mph (record).

Wendy Wools Special Saloon Championship race (10 laps) — overall: 1, Peter Baldwin (1.3 Mini), 8m26.4s, 95.97mph; 2, Dale Minton (2.0 Ford Escort), 8m31.7s; 3, Tom Powell (1.5 Skoda 130RS), 8m39.2s; 4, David Smith (1.3 Sunbeam Stiletto), 8m41.1s. **1301-3500cc:** 1, Minton, 94.97mph; 2, Powell; 3, Tony Dickinson (2.0 Skoda-Hart 130RS). **Fastest lap:** Minton 49.2s, 98.78mph. **1001-1300cc:** 1, Baldwin; 2, Smith; 3, Pete Bray (1.3 Mini). **Fastest lap:** Smith, 48.7s, 99.71mph (record). **851-1000cc:** 1, Viv Wallace (1.0 Hornet), 9m07.5mph; 2, Michael Law (1.0 Sunbeam Stiletto); 3, Bill Barrett (1.0 Mini). **Fastest lap:** Wallace, 51.8s, 93.82mph. **Up to 850cc:** 1, Barry Reece (831cc, Californian), 86.15mph; 2, Bill Richards (843cc Mini); no other starters. **Fastest lap:** Reece, 53.4s, 91.01mph.

Gates-Varley Formula Junior Championship Race (10 laps): 1, John Brindley (Lotus-Cosworth 22), 9m10.7s, 88.25mph; 2, Malcolm Ricketts (Lotus-Ford 22), 9m15.1s; 3, Roy Drew (Lola-Ford Mk2), 9m21.7s; 4, Alf Skeels (Brahm-Ford 20), 9m22.6s; 5, Peter Merritt (Lola-Holbay Mk2), 9m38.1s; 6, Andrew Chapman (Lotus-Ford 20), 9 laps. **Fastest lap:** Brindley, 0m53.0s.

Pre '57 Saloon Car Challenge race (10 laps) — overall and 1902-2700cc: 1, Andrew Moore-Hinton (2.4 Jaguar Mk1), 10m49.1s, 74.87mph; 2, Alan Mills (2.5 Ford Zephyr 6), 10m52.5s; 3, David Burrows (2.4 Jaguar Mk1), 11m04.3s. **Fastest lap:** Moore-Hinton, 1m03.6s, 76.41mph. **Over 2700cc:** 1, Henry Crowther (3.4 Jaguar MkVIII), 72.64mph; no other starters. **Fastest lap:** Crowther, 1m05.4s, 74.31mph. **1252-1901cc:** 1, Paul Harrison (1.5 Borgward Isabella), 69.61mph; 2, Chris Logue (1.5 Wolseley 15/50); no other starters. **Fastest lap:** Harrison, 1m05.1s, 74.6mph (record). **Up to 1251cc:** 1, David Lewis (1.0 Austin A35), 71.46mph; no other starters. **Fastest lap:** Lewis, 1m06.2s, 73.41mph.

Oceanair Clubmans Sports Championship Race (10 laps): 1, Malcolm Jackson (Mallock U2-Scholar Mk20B), 8m23.1s, 96.60mph; 2, Barry Webb (Mallock U2-Chamberlain Mk21/23), 8m23.8s; 3, Martin Wood (Mallock U2-Nelson Mk22), 8m27.6s; 4, Guy Woodward (Mallock U2-Scholar Mk24), 8m31.6s; 5, Peter Richings (Mallock U2-Minister Mk21), 8m32.4s; 6, Peter Clark (Mallock U2-Close Mk18BW), 8m48.2s. **Fastest lap:** Jackson, 49.1s, 98.98mph.

Monroe Production Saloon Championship race (10 laps) — overall and 2301-3000cc: 1, Graham Scarborough (3.0 Ford Capri), 10m06.8s, 80.09mph; 2, Gerry Marshall (2.8 Ford Capri), 10m09.4s; 3, Tony Lanfranchi (3.0 Opel Monza), 10m11.7s. **Fastest lap:** Scarborough, 58.5s, 83.07mph. **1601-2300cc:** 1, Pete Walters (2.0 Triumph Dolomite Sprint), 77.73mph; 2, Martin Williams (2.0 Toyota Celica GT); no other starters. **Fastest lap:** Williams, 1m00.2s, 80.73mph. **1301-1600cc:** No finishers. **Fastest lap:** John Llewellyn (1.6 VW Scirocco), 1m00.0s, 81.00mph. **Up to 1300cc:** 1, Sharon Nicholson (1.3 Opel Kadett), 71.59mph; 2, Timothy Driver (1.2 Honda Civic); 3, Ray James (1.3 VW Golf). **Fastest lap:** Nicholson, 1m05.3s, 74.42mph.

P&O Ferries FF1600 Championship Race (12 laps): 1, David Wheeler (Royale-Auriga RP31M), 10m13.2s, 95.10mph; 2, Gianfranco Cané (Van Diemen-Auriga RF82), 10m18.4s; 3, Hardman, 10m18.5s; 4, Gary Evans (Van Diemen-Minister RF82), 10m19.6s; 5, Warner, 10m22.0s; 6, Beat Jans (Van Diemen-Minister RF82), 10m22.4s. **Fastest lap:** Hardman 50.2s, 96.81mph.

LYDDEN HILL

Not the Grand Prix

On a beautifully warm and sunny July 18, the Astra MC staged their alternative to the British GP. For those that did not wish to squeeze into Brands, Lydden presented one of their very popular and well-run Festivals of Speed. In catering for Hot Rods, Bangers, Karts and Production Rallycross amongst the other circuit events, the accent was on variety and entertainment.

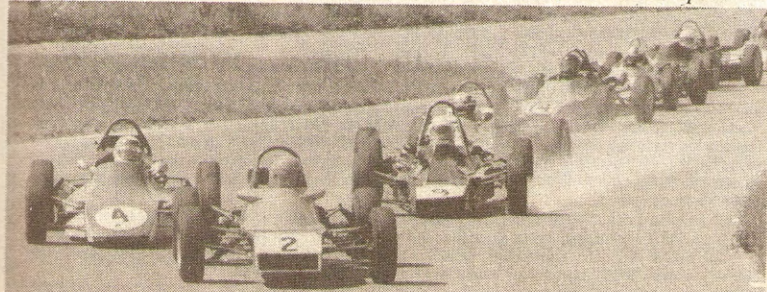
As some consolation for having his F3 entry refused at Brands, Mike Baker was the easy winner of the opening F Libre race. Behind him, Roger White kept his FF2000 Delta T79 narrowly ahead of the Lola T580 of Tony Howard. Back after a lengthy absence, ex-Turner driver Tony Dunderdale drove carefully at first, only pushing past Dave Connor's FF Royale RP26 towards the end, final finisher being M Dougherty having a go in Wil Arif's Sark. Of note in the early laps were the efforts of Paul Sleeman, his elderly Rostron diving inside the March at Devil's Elbow to cheekily try for the lead, but he later spun, and then retired, after an entertaining drive.

There followed an enthralling Saloon and Sports car event. Gary Charlwood's V12 Jaguar-powered Capri (the ex-Colin Hawker shell) made the best start, but Tony Davies (Transped Firenza) soon caught up and tailed him for several laps. He drove past at half-distance and seemed an easy winner, whereupon he spun at the hairpin. Meanwhile, Bob Kirk (1297 Mini) had got into his stride and threatened the Capri. Davies was closing again by the time Kirk found a way by Charlwood, but he promptly spun at Chessons. It now looked as though it was going to be the Mini's race, but it went sick on its last lap, leaving Charlwood charging down Hairy Hill with the Firenza on its boot-lid but just failing to oust Charlwood from an excellent win. Kirk was a disappointed third, the Imps of Steve Harman and Ernie Woods completing the finishers.

Making a rare appearance at Lydden since his Mini days, Derek May took a surprise but well-earned win, driving his blue Van Diemen RF80 clear of a good scrap between Colin Stancombe (Royale RP26) and Wil Arif (Sark 1) during the Marchant and Cox FF1600 round. Stancombe just pipping Arif for second in a side by side finish. Steve Brown's ex-Wigdor Sark beat Len Marchant's evergreen Brabham for fourth, the top six being completed by former banger, Mini 7 and Janglia competitor Dennis Humphries, now in a Jamun. Particular mention should go to Mike Boyd-Maunsell, who spun his Sark out of Pits, careered across the infield and was only stopped by the front of Bill Chesson's Volvo Estate. Happily, neither racing driver nor circuit owner were injured.

GRAHAM NIGHTINGALE

Derek May made a rare appearance at Lydden to take the Marchant & Cox spoils.



LYDDEN (GB), Jul 18, Astra MC

Formule Libre race (10 laps): 1, Mike Baker (2.0 March-Toyota 793) 9m 00.0s, 80.00 mph; 2, Roger White (2.0 Delta T79); 3, Tony Howard (2.0 Lola T580); 4, Tony Dunderdale (2.0 Tiga SC80); 5, Dave Connor (1.6 Royale RP26); 6, M Dougherty (1.6 Sark 1).

Saloons and Sports Cars race (10 laps): 1, Gary Charlwood (5.3 Ford Capri-Jaguar V12) 9m 57.9s, 72.25mph; 2, Tony Davies (2.5 Vauxhall Firenza); 3, Bob Kirk (1.3 Mini Clubman); 4, Steve Harman (1.0 Imp); 5, Ernie Woods (1.0 Imp). No other finishers. **Class winners:** Charlwood, Kirk, Harman.

Marchant and Cox FF1600 Championship race (10 laps): 1, Derek May (Van Diemen RF80) 9m 23.2s, 76.70mph; 2, Colin Stancombe (Royale RP26); 3, Wil Arif (Sark 1); 4, Steve Brown (Sark 2); 5, Len Marchant (Brabham BT21/28); 6, Dennis Humphries (Jamun T3). **No fastest laps available.**

SNETTERTON

Posh Bosch

The Seven Fifty Motor Club were in charge at Snetterton on July 11. As usual the championship rounds for their low cost formulae were well supported and, also as one has come to expect, the meeting was run with the club's successful blend of enthusiasm and efficiency. Strange, then that the one aspect of race presentation at which they do themselves a disservice — the public address commentary — remains unaltered so far this season.

Opening the afternoon's programme of seven races was a handicap for members of the Combined One Make Car Clubs. Such an event, by its very nature, appears confused to the casual spectator in its early laps, but the handicap was in reality a well-calculated affair. The close finish — the first three cars passing under the chequered flag in less than a second — was, however, aided by some bad luck affecting Chris Wood, who gained a clear early lead. But then his Morgan faltered and we were treated on the final tour to three cars emerging from Coram closing on each other. Leigh Sebba (Morgan Plus 8) held on to win but the similar car of scratch man Tom Hinds had ousted Malcolm Dearnley (Morgan 4/4) by the time the trio reached the finish line.

A full grid of Mini Sevens contested a round of their National Challenge next. There were numerous incidents throughout the 12-lapper, but there was still a large measure of close racing, particularly at the front of the field. After Peter Allen had retired his pole winning car with a serious engine malady, Nigel Gaymer inherited the lead which he successfully kept from Chris Gould by a scant 0.6secs at the close. Gerald Dale relieved Dick Robinson of third spot, two-thirds of the way through but Jonathan Lewis did not snatch fifth from Graham Woskett until the last lap.

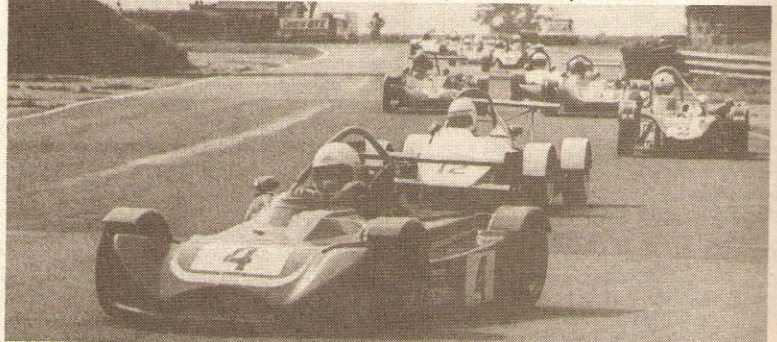
The only single-seater event was for FF1600s and it qualified for both the 750 MCs series and the 'Champion of Snetterton' title. Simon Davey (Van Diemen) led initially but he ran very wide at Riches on lap 2 and subsequently emerged from a corn field at the tail of the runners. Next it was the turn of David Harper; he held the advantage for a lap and a half before a lurid spin at Coram sent him way into the infield, from where

he also resumed last. For the remaining laps we were treated to an excellent duel between two young drivers; Diego Martinez from Colombia and John Bosch from Holland. Bosch caught and passed Martinez mid way into the race but the South American remained just a few centimetres behind to regain the lead on the penultimate lap. On the all important tour, however, it was again Bosch, the margin 0.1sec.

MGBs in various guises assembled for their own challenge race. Mike Chalk's modified MGB 1800 rapidly out-distanced the others until it was forced to slow with a deflating front tyre late in the race. Those who passed the ailing pacemaker were Geoff Gear in a modified MGB GTV8, who went on to win, Terry Smith (modified MGB), and, on the final lap, Colin Percy (MGB V8) and Barry Sidery Smith (modified MGB), who had fought mightily for the duration.

Mick Harris started from pole position and was a convincing winner of the Reliant F750 race. His Darvi team-mate Dick Harvey became embroiled in a fine duel with Gary Randall and Keith Cooper, both in Wessex's, but no sooner had he squeezed himself through into

Mick Harris leads the Snetterton 750F field as they stream out of the Esses.



SNETTERTON (GB), Jul 11, 750MC

Combined One Make Club Handicap race (10 laps): 1, Leigh Sebba (Morgan Plus 8), 14m 30.1s; 76.20mph; 2, Tom Hinds (Morgan Plus 8), 14m 30.6s; 3, Malcolm Dearnley (Morgan 4/4), 14m 30.8s; 4, Paul Johnson (Morgan 4/4), 14m 39.4s; 5, Glen Searle (Turner Mk2), 14m 55.7s; 6, John Timpany (Alfa Romeo Sprint GT), 15m 14s. **Fastest lap:** Hinds, 1m 17.4s, 89.16mph.

Mini Se7en Challenge race (12 laps): 1, Nigel Gaymer, 18m 06.8s, 76.20mph; 2, Christopher Gould, 18m 07.4s; 3, Gerald Dale, 18m 22.3s; 4, Dick Robinson, 18m 24.5s; 5, Jonathan Lewis, 18m 28s; 6, Graham Woskett, 18m 28.1s. **Fastest lap:** Gaymer, 1m 29s, 77.54mph.

'Champion of Snetterton' FF1600 race (12 laps): 1, John Bosch (Van Diemen-Minister RF82), 15m 01.2s, 91.89mph; 2, Diego Martinez (Van Diemen-Scholar RF82), 15m 01.3s; 3, Simon Davey (Van Diemen-Alan Smith RF78/79), 15m 20.9s; 4, Bernard Horwood (Van Diemen-Minister RF81), 15m 21.2s; 5, Robin Donovan (Royale-Auriga RP26), 15m 22.2s; 6, David Harper (Van Diemen-Scholar RF81), 13m 36.5s. **Fastest lap:** Bosch, 1m 13.5s, 89.89mph.

MG Car Club MGB, C, V8 Challenge race (12 laps) — Overall & class D: 1, Geoff Gear (V8), 16m 27.8s, 83.84mph; 2, Terry Smith (V8), 17m 02s; 3, Colin Percy (V8), 17m 06.4s. **Fastest lap:** Gear, 1m 20.5s, 85.73mph. **Class C:** 1, Barry Sidery-Smith (MGB), 17m 06.7s, 80.66mph; 2, Mike Chalk; 3, Bob Luff. **Fastest lap:** Chalk, 1m 19.3s, 87.03mph. **Class B:** 1, Graham Davis (GT V8), 17m 05.3s, 74.04mph; 2, Colin Cork. **Fastest lap:** Davis, 1m 31.3s, 75.59mph. **Class A:** 1, Chip Ballenger (Roadster), 17m 43.6s, 71.37mph; 2, Phil Thompson; 3, Paul Campplin. **Fastest lap:** Campplin, 1m 30.7s, 76.09mph.

Reliant 750 Formula Championship race (12 laps): 1, Mick Harris (Darvi Mk4/5), 16m 27.6s, 83.85mph; 2, Gary Randall (Wessex Hague 76), 16m 40.9s; 3, Keith Cooper (Wessex CH 767), 16m 42.5s; 4, Bob Simpson (SS Reliant), 16m 51.3s; 5, Paul Cross (PC Special), 16m 52.0s; 6, Richard Stephens (Panda), 17m 10.8s. **Fastest lap:** Harris, 1m 20.9s, 85.31mph.

Sportsworld Clothing Trophy race for Garelli Sports car series — road-going cars (12 laps) — Overall: 1, Bill Taylor (2.7 Porsche Carrera), 17m 05.4s, 80.76mph; 2, Bob Stuart (Morgan Plus 8), 17m 09.1s; 3, Peter Garrod (Lotus Europa Special), 17m 32.4s; 4, Richard Casswell (Morgan 4/4), 17m 51.5s. **1601cc & over:** 1, Taylor; 2, Stuart; 3, Leigh Sebba (Morgan Plus 8). **Fastest lap:** Taylor, 1m 23.9s, 82.26mph. **1301-1600cc:** 1, Garrod, 78.69mph; 2, Casswell; 3, Malcolm Dearnley (Morgan 4/4). **Fastest lap:** Garrod, 1m 26.2s, 80.06mph. **Up to 1300cc:** 1, Roger Bowden (Ginetta G15), 18m 00.2s, 76.67mph; 2, Reg Dixon (Ginetta G15); 3, Mark Davenport. **Fastest lap:** Bowden, 1m 27.7s, 78.69mph.

Sportsworld Clothing Trophy Race for Garelli Sports cars and saloon cars (12 laps) — Overall and over 1501cc, modified: 1, Andrew Wareing (Lotus Elan), 15m 27.8s, 89.25mph; 2, Chris Lord (Fiat 124 Coupé), 16m 00.5s; 3, Brian Bransom (Lotus Elan), 26m 01.4s. **Fastest lap:** Bransom, 1m 14.7s, 92.38mph. **Up to 1500cc, modified:** 1, Robin Knight (MG Midget), 16m 00.28s, 83.82mph; 2, John Moore (Turner); 3, Richard Brothwick (Austin Healey Sprite). **Fastest lap:** Knight & Moore, 1m 19.8s, 86.48mph. **Saloons: 1,** Tony Allies (Mini Cooper S), 15m 50.9s, 72.57mph; 2, Howard Oliver (Cooper). **Fastest lap:** Allies, 1m 24.9s, 81.28mph.

second place than he was spinning into retirement. The Randall/Cooper duel continued unabated until two laps from home when Randall found himself a breathing space which he held until the chequered flag. A good, consistent performance from Bob Simpson, whose SS Reliant was left at the start, saw him improve from last to an impressive fourth.

The first of two sports car races, in the popular Garelli series, catered for the roadgoing classes. Fred Campbell (Morgan Plus 8) appeared to have just got the measure of Bob Stuart in a similar car and Bill Taylor (Porsche Carrera) until he was forced to relinquish his lead when the throttle cable broke on lap 4. Thereafter Taylor and Stuart maintained the dispute although the advantage was mostly with Taylor and indeed his German machine eventually won. Peter Garrod had a lonely drive in his Lotus Europa to finish third with Richard Casswell next up.

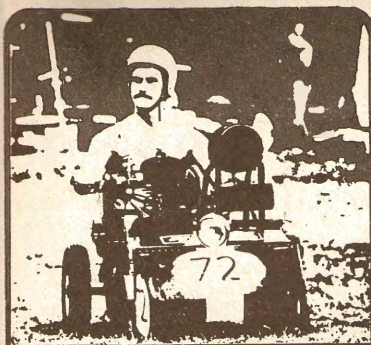
The modified cars were headed away by Andrew Wareing's Lotus Elan, eager to establish a healthy points lead in the series after Fred Campbell failed to finish. Wareing pressed on with great spirit but it was inevitable that the similar, but faster, car of Brian Bransom would take over at the front. This Bransom did on lap 2 and quickly pulled clear but it was to be Wareing's day; Bransom lost half a minute with a moment on the far side of the circuit and resumed third. Bransom then made no further inroads into Wareing's advantage so that the series leader took a well earned win. Chris Lord (Fiat 124) was a spectacular second with Bransom third and Robin Knight (Midget) fourth.

ANDY LEEDER

John Player Special 91







Lawnmower Races

WISBOROUGH GREEN

Cricketers' home run

The idea of the lawnmower as a racing vehicle is, one would presume, slightly alien to the average AUTOSPORT reader. After all, a lawnmower is no more than the oily green contraption your neighbour drags around at extremely unsociable hours on Sunday morning. However, the fact that 66 lawnmowers, including two entered and driven by members of the AUTOSPORT advertising staff, race round a field for 12 hours at speeds of up to 45mph, suggests there is more to this sport than meets the eye.

The Wisborough Green 12 hours is the marathon event of the lawnmower season, and as usual attracted a terrific entry covering the four categories available to the potential entrant and driver.

In the first of these categories, you may, if you have the inclination, run behind a tuned hand mower for 12 hours, partnered by as many co-drivers as you can muster. This is known as Group 1, and being an athlete of Olympic standards (as at least one competitor in fact was) is indeed an advantage, as these machines tend to drag the unfortunate pilot behind them. Some observers regard this category as the lunatic fringe of mower racing, and possibly for this reason they compete on a small separate circuit alongside the one-third of a mile long course where the main battle takes place.

Group 2 could be your alternative: highly-tuned mowers drag the drivers behind only centimetres from the ground, regularly attaining frightening positions through the turns mainly due to their hinged construction.

The final class, known as Group 3, is divided into modified and standard sections. These are the "sit-on" type of machines. Gearing changes and the use of kart racing tyres turn the modified runners into real racers which are incredibly spectacular to watch.

Unable to reach their maximum speed of over 60mph 'bumps', of which there are many, they nevertheless travel at



One of the quickest modified teams was the Templar Tillers Team.

about 40mph on the straights popping huge wheelies, regularly taking off completely and sliding and drifting through the turns. They really are the mowers for the brave. The standard versions are a complete contrast: the driver's skill is only needed in keeping out of the way of the quick boys. This category was nevertheless the choice of the Rothmans and Duckhams backed AUTOSPORT team, whose mowers only left the showrooms the day before the race.

At 10.00pm on Saturday, July 10, three times Le Mans winner and twice Wisborough Green winner Derek Bell, dropped the Union Jack against the setting sun to herald what was to be 12 hours of hard racing. Regular fuel stops, oil and battery changes were carried out together with checks on suspension, seat mounting points and anything else that could be shaken loose or broken by the severe battering to which the circuit subjected the racing machines. Several teams could be seen welding components together in their self-erected scaffolding and polythene pits, the flashes from the welding equipment matching the number of flash-bulbs being used by the large number of enthusiastic spectators still present in the early hours of Sunday morning.

Winning by then was out of the question for most competitors, but as dawn broke at 4.00am there were three teams vying for the top honours. Oliver Reed's three Drag Inn sponsored lawnmowers were there, Oliver dividing his attention between his pits and his huge hospitality unit full of guests and alcohol.

Also going well was the Caravelle team, by now concentrating all their efforts on their number one Westwood mower, completed only hours before the race started, but suffering slightly from a broken seat mounting.

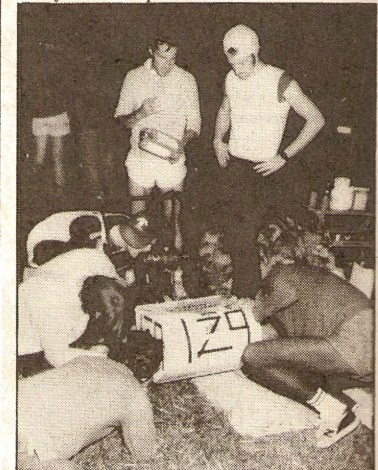
In the lead, though, was mower number 1, driven by Burt Austin, "Smudge" Evans and Andy Avis, the drivers doing a great job, and indeed at 10.00am on Sunday morning it was this locally based Cricketer's Arms entered mower which took the chequered flag.

But what of the Rothmans AUTOSPORT team? Despite backing from one of Haymarket's other magazines — *Garden Answers* — and superb team management by Frank Johns of Duckhams Oils, they were just not quick enough to compete for overall honours, but nevertheless managed to gain second and third places in their class, and vowed unanimously to return to compete again next year with fast mowers and to go for the win . . .

Harry Handkammer pops a wheelie past the pits in the second placed Westwood Caravelle.



Above: even lawnmower racing has its hazards. Below: night time pit stop for one of the Group 1 run behind machines.



WISBOROUGH GREEN 12 HOURS Jul 10/11

Overall & Group 3 Modified (sit-on): 1, Cricketers Arms (Austin/Evans/Avis), 692 laps; 2, Team Caravelle (Harvard/Eastwood/Handkammer), 613 laps; 3, Oliver Reed/Drag Inn Racing (Dipple/Friday/M. Reed), 592 laps;

Group 2 (Ride-behind): 1, Snoopy Racing (Weetman/Boorer/Puttock), 542 laps; 2, Graham Easton (Easton/Lycett/Wakefield), 506 laps; 3, Black Stump Racing (Smith/Steel/Wright), 501 laps;

Group 3 Standard (sit-on) (Small Circuit): 1, Triple Chevron (K. Steel/S. Steel), 243 laps; 2, Rothmans AUTOSPORT (Dent/Nott/Hollway), 224 laps; 3, Rothmans AUTOSPORT (Daukes/Maurice/Schulp), 210 laps;

Group 1 (Run-behind): 1, Super Gnome Racing, 938 laps; 2, Bury Burn-ups, 932 laps; 3, Dramatic Drinkers, 896 laps.

Facing Page

Top: The Rothmans AUTOSPORT team prior to the start. Left to right, Simon Maurice, Stuart Dent, Martin Nott, Simon Daukes and Julian Cottam. Bottom: Dent lifts a wheel during practice. Photos: Sporting Pictures (UK) Ltd.

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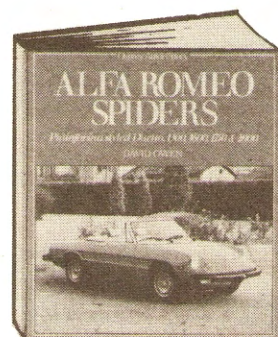
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OULTON PARK

Land of Jordan

After an absence of three years, the Mid-Cheshire Motor Racing Club returned to circuit racing organisation with a six-race programme at Oulton Park on July 10. The events in the programme were certainly varied, ranging from FF1600 to Pre '57 Saloons and even, as a new departure, a 65-lap Sports 2000 race which had lots of sponsorship to swell the prize fund.

Sadly for the MCMRC, their re-entry to the circuits was made with a literal crash as a start-line pile-up eliminated two-fifths of the entry for the FF1600 Champion of Oulton round. As the lights changed to green Carlton Tingling (Van Diemen) made a tardy start which allowed Martin Allinson (Van Diemen) to get alongside as the cars reached the end of the pits; at this point Tingling moved over into Allinson and the chain of events started. Allinson, Gerry Gorman (Crosslé), Ken Booker (Van Diemen), Tony Allinson (Van Diemen), Wally Warwick (Reynard) and Richard Street (Royale) were all eliminated in the chaos. In the restarted race Don Hardman took his new Royale RP31M into the lead at the start and pulled away from the rest to win easily. Nicky Phillips (Crosslé) slotted into second place ahead of Tingling, Richard Peacock (Crosslé), Gordon Stephenson (DRS) and Michael Spivey (Royale), this group of cars fighting in various order for the rest of the race. With one lap to go Spivey led the group from Phillips, Peacock and Stephenson but on the last lap Peacock moved through and took second from Tingling, who had a moment at Lodge. Phillips only had fourth to show after a good drive, but even this was better than poor Stephenson, who went off into the barrier at Lodge in avoidance of Tingling.

Findus Foods sponsored the Mini 1000 10-lapper which had many extra prizes at stake. Surprisingly for the Mini brigade, and even more so with regard to the extra goodies, the action was all low key. Mike Fry led away and was never in doubt as the race winner, finishing over 5.5secs ahead of Phil Spurling, who never lost second but was under constant pressure from Chris Hampshire and Chris Lewis.

Organised by the Sports Racing Drivers Club, the 65-lap Sports 2000 race had attracted an entry of considerable size; not only were there 18 cars entered but each car had to have two drivers, the resulting pairings coming up with some unlikely bed-fellows. After practice, pole position had been annexed by the Richard Morgan/Eddie Jordan team in their DB Motorsport March 82S and once the race was underway Morgan made the running from the Mike 'Fulmar' Taylor/Rick Morris Royale, with the David Sutherland/Alistair Sutherland Royale in third. For the first seven laps the March held a narrow lead but then it all changed. Taylor took the lead but promptly spun at Fosters and retired, as did the similar Sutherland car. The mix-up at Fosters saw the Ian Taylor/Richard Eyre Tiga take the lead from Morgan with Bob Moore/Anthony Reid (Lola) in third ahead of a scrap between Jacobson/Flux (Chevron) and Juggins/Hales (Tiga), the latter car getting past only to be retaken for fourth by Mike Blanchet (Lola).

Eyre kept ahead of Morgan until lap 22 when the Tiga headed for the pits to refuel and check the brakes. At the same time the driver change to Taylor was

made, this giving Morgan the lead again from Reid, Blanchet, Juggins and Jacobson.

At mid-race, Morgan still led from Reid, but the David Leslie March had moved up well and the driver change to Jim Crawford was made on lap 36, Jim moving the car up to third shortly after. On lap 42, Reid led the race when he pitted for fuel and Moore to take over, but a less than perfect pit-stop dropped the car behind substantially compared to the Morgan/Jordan changeover shortly before. From this point on, Jordan kept the front placing, while Moore dropped back to fourth over the last 10 laps behind Farmer and Crawford. Jim looked to be one of the fastest on the track at that time, even with brake problems, although the Taylor/Eyre car was going well two laps down. As the flag fell to herald the winning car, Farmer was just over 1min adrift in second place, Crawford was third, one lap behind, and Moore took fourth safely in front of the John Webb/Chris Ashmore Lola, which had circulated consistently and with no major problems. Taylor/Eyre took sixth, still two laps in deficit despite setting equal fastest lap with the early retiring Sutherland car.

Everyone concerned was delighted with the race and Val Adaway, secretary of the Sports Racing Club expressed the opinion that a long distance event would most likely take place again next year.

Once the mini-Le Mans set had departed the pits to celebrate, a small field of seven Formula Talbot cars emerged for their 10-lapper. As so often in the past, the dice for the lead was intense and unremitting for all the race. Sean Walker pulled into the lead at the start but his FT81 Sparton was under

pressure from the FT80 version of Jeff Ward until the flag when Walker took the win by just 0.2sec. Tim Barry (Wimhurst) held third throughout despite a rough sounding engine in the latter half of the race while Tony Kenworthy (Sparton FT80) all but dead-heated with Andrew McKechnie (FT81) but was awarded fourth. Paul Darton (Royale) and Roger Algar (Sparton) completed the field and finished just 0.2 sec apart at the flag.

Lots of Midgets came out for their championship race but the 10-lap event was very quiet compared to most of their races. Tony Williams took the overall and modified class by 6secs from Barry Rogers and set a new class lap record into the bargain. Bunny Lees-Smith was third after getting past David Brooker-Carey with three laps to go. In the road car division, Robert Nettleton had an undisputed win by a long way from Wally Liles but a closish dice for third went to the Mk1 Sprite of Simon Croydon-Fowler just ahead of Jon Simpson's Midget.

As the Midgets were rather subdued, so were the Pre '57 Saloons which made up the final race of the day. David Burrows (Jaguar Mk1) led all the way ahead of Henry Crowther's massive Jaguar MkVIII, while Paul Harrison took the 1252-1901cc class in his Borgward from Tony Scott-Andrews (MG Magnette) after Chris Logue (Wolseley) had faded into retirement. In the smallest class, two Austin A35s gave battle with two Standard Tens and Mike Cox (A35) took the class from Chris Sergison (Standard) with Robert Trevor (A35) just a fraction down in third, Peter Deffee's Standard lasting only two laps.

PAUL BOOTHROYD

Mike Fry leads the Mini Miglia field into Old Hall corner at Oulton Park.



OULTON PARK, Jul 10, MCMRC

'Champion of Oulton' FF1600 race (10 laps): 1, Don Hardman (Royale-Nelson RP31M), 11m 24.8s, 86.95mph; 2, Richard Peacock (Crossle-Aldon 50F), 11m 40.4s; 3, Carlton Tingling (Van Diemen-Scholar RF82), 11m 41.8s; 4, Nicky Phillips (Crossle-Aldon 50F), 11m 46.2s; 5, David Carson (Saracen FF79), 11m 50.0s; 6, Mark Hey (Royale RP29), 11m 58.9s. **Fastest lap:** Hardman, 1m 07.7s, 87.95mph.

Findus All-Beef Beefburger Mini 1000 Challenge race (10 laps): 1, Mike Fry, 12m 50.9s, 77.24mph; 2, Phil Spurling, 12m 56.6s; 3, Chris Hampshire, 12m 56.7s; 4, Chris Lewis, 12m 57.0s; 5, John Bailey, 13m 10.0s; 6, Ian Gunn, 13m 19.0s. **Fastest lap:** Fry, 1m 16.0s, 78.35mph.

Sports 2000 race (65 laps): 1, Eddie Jordan/Richard Morgan (March-Nelson 82S), 1hr 11m 35.3s, 90.10mph; 2, Geoff Farmer/Mike Blanchet (Lola-Adelphi T590X), 1hr 12m 37.1s; 3, David Leslie/Jim Crawford (March-Titan 81S), 64 laps; 4, Bob Moore/Anthony Reid (Lola-Titan T592), 64 laps; 5, John Webb/Chris Ashmore (Lola-Ralph T592), 64 laps; 6, Ian Taylor/Richard Eyre (Tiga-Nelson SC82B), 63 laps; **Fastest lap:** Taylor/Eyre and David Sutherland/Alistair Sutherland (Royale-Neil Brown S2000M), 1m 03.8s, 93.33mph.

Formula Talbot Challenge race (10 laps): 1, Sean Walker (Sparton-Greetham FT81), 10m 42.1s, 92.73mph; 2, Jeff Ward (Sparton-Greetham FT80), 10m 42.3s; 3, Tim Barry (Wimhurst-Rowland LT81), 11m 08.1s; 4, Tony Kenworthy (Sparton-Rowland FT80), 11m 22.4s; 5, Andrew McKechnie (Sparton-Greetham FT81), 11m 22.4s; 6, Paul Dalton (Royale-Greetham), 11m 34.3s. **Fastest lap:** Ward, 1m 02.9s, 94.66mph.

MG Midget Championship race (10 laps) — overall and modified cars: 1, Tony Williams (1.5 MG Midget), 11m 51.6s, 83.67mph; 2, Barry Rogers (1.5 Tibbs MG Midget), 11m 57.7s; 3, Bunny Lees-Smith (1.4 MG Midget), 12m 44.1s; 4, David Brooker-Carey (1.3 MG Midget), 12m 48.4s. **Fastest lap:** Williams, 1m 09.2s, 86.04mph (reworked). **Road-going cars:** 1, Robert Nettleton (1.3 MG Midget), 9 laps, 71.66mph; 2, Wally Liles (1.3 MG Midget); 3, Simon Croydon-Fowler (1.3 Austin Healey Sprite Mk1). **Fastest lap:** Nettleton, 1m 21.4s, 73.15mph.

Pre '57 Saloon Car Championship race (10 laps) — overall: 1, David Burrows (2.4 Jaguar Mk1), 14m 49.2s, 66.96mph; 2, Henry Crowther (3.4 Jaguar Mk VIII), 14m 59.2s; 3, Paul Harrison (1.5 Borgward Isabella TS), 15m 27.2s; 4, Tony Scott-Andrews (1.5 MG Magnette), 15m 37.6s. **Over 2700cc:** 1, Crowther, 66.21mph; no other starters. **Fastest lap:** Crowther, 1m 27.7s, 67.89mph. **1902-2700cc:** 1, Burrows; no other starters. **Fastest lap:** Burrows, 1m 27.4s, 68.12mph. **1252-1901cc:** 1, Harrison, 64.21mph; 2, Scott-Andrews; 3, Graham Davies (1.5 MG ZB Magnette). **Fastest lap:** Harrison, 1m 31.4s, 65.14mph. **Up to 1251cc:** 1, Mike Cox (948cc Austin A35), 61.16mph; 2, Chris Sergison (948cc Standard 10); 3, Robert Trevor (948cc Austin A35). **Fastest lap:** Cox and Trevor, 1m 34.5s, 63.00mph.

CASTLE COMBE

No doubting Thomas

Occasionally during the so-called British 'summer', conditions are perfect for record-breaking. The BRSCC SW Centre's excellent meeting at Castle Combe on July 10 was such a rarity with only a few marks surviving. Geoff Thomas's 100mph mod-saloon record was just one highlight.

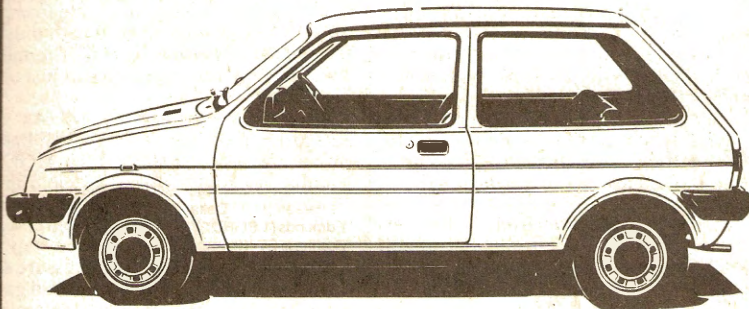
The BHB Engineering MGAs of Richard Hutton and Dr 'Spike' Milligan rushed away at the start of the MGCC counter although former 'modified' champion Eric Hoult was able to stay with them as the event progressed. Milligan's machine expired on lap 4 whence Hoult increased the pressure on the leader but to little avail. Eric did gain a new lap record with two laps remaining but Hutton's decisive charge took that honour away by the flag. Behind them Robert Innes-Ker's "built for £100" car narrowly defeated Vic Ellis's purple version while Derek Baker trounced the road-going opposition to finish fifth in another BHB-prepared example.

Many absentees left the largest capacity class of the Triple C modsaloons thinly represented but the battle for supremacy between Derrick Brunt's Vauxhall Magnum and Geoff Thomas in the super Autocavan VW Golf compensated for this disappointment. The cars swapped places repeatedly and the race would undoubtedly have been decided on the last corner had not Brunt's gearbox let him down with two laps remaining. Thus the rapid Gold scored its first championship 'maximum', taking Vince Woodman's lap record along the way. Barry Robinson's Stiletto was left on the line but caught and passed Clinton Bourke's Motospeed Mini for third spot, some way ahead of a furious all-imp dice between Paul Storr, Pat Mannion and Doug Fairbairn.

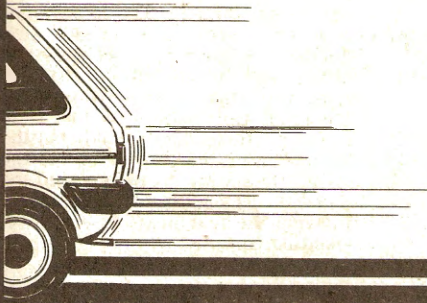
Once again the Lorraine Parramore-managed Renault 5 troupe provided some really close cut-and-thrust motoring in the Staw Elf thrash. Paul Longfield qualified best but found his Venetian Flooring car demoted well down the field in the opening lap charge. Championship leader Brian Farmer was the first to show up-front in his road car (!) while David Salter moved through to engage in a furious fight with Australian Eric Irvine in the ex-Terry Blamire car. As these two battled on, all eyes focussed on Longfield's dramatic progress up the leader board and, as Irvine went off at Tower, Paul took over second place with three laps remaining. At Quarry on the final circuit he lunged into the lead and Salter could only console himself with the runner-up slot following Longfield's successfully timed move. Farmer dropped to sixth at one point behind Russell Martin, Steve Hine and Bob Murray but scabbled back to fourth.

Van Diemen RF82s occupied the first half of the depleted Pace FF2000 field, only local man Charles Tilley's Humrol Royale interloping ahead of the other Norfolk-built cars. Ayrton da Silva scythed 0.9s from the lap record to earn pole position a tenth quicker than Calvin Fish's Mike Galter-run car, in turn a second better than Russell Spence's ill-handling Penistone/Euroroof chassis. Kenny Andrews and Neil Myers in the second Rushen Green and Penistone cars respectively were next ahead of Frank Bradley's Uniroyale Tredaire version. Practice form was repeated in the race, quite the most tedious I've ever

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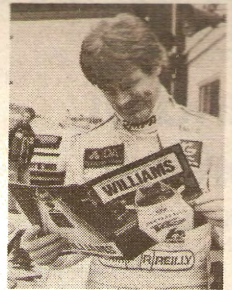
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CASTLE COMBE continued

seen in this formula, with da Silva just out of Fish's reach throughout and the rest, headed by Spence, following on. From a lowly grid position, Rob Cooper caught team partner Bradley on the first lap, only to clash wheels and fall off while Myers's engine blew at mid-distance. Otherwise there was no overtaking in the top six.

In contrast the Ross GT affair was all action with Tom Powell's ex-Derek Walker Skoda ahead until the closing stages when a broken front brake disc and subsequently a catch tank overflow slowed it down. Powell's reduced speed was to the benefit of Brian Cutting whose cheeky 1-litre Maguire Stiletto stole a way past Roger Sparling's increasingly smokey Elan at the crucial three-quarter stage. Both Sparling and Richard Ward (Elan) were able to pass the ailing Powell leaving Tom Hinds's rumbling Morgan fifth on the demise of Peter King's beautiful yellow Elan and Steven Roberts's Davrian.

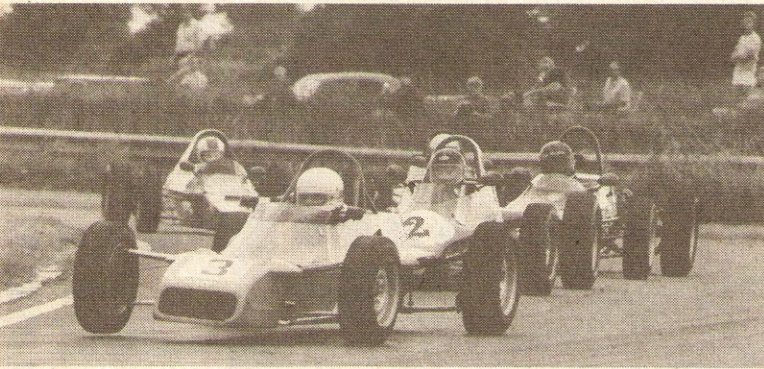
All the local heroes gave their all in the Combe FF1600 event which featured a mighty tussle at its head between Howard Lester (Reynard), Bob 'Hurricane' Higgins (Red Dog Mexico Martlet) and young Dutchman John Bosch (Baron Van Diemen). Bosch made the best start but reigning champion Higgins —

winner of his last five races at the circuit — took over briefly before Lester really got a move on. Higgins countered and regained the upper hand only for Bosch to seize the initiative in a daring three-abreast manoeuvre at Old Pad-dock. Lester's car, significantly the fastest of the trio on the straights, clambered ahead down West Way again, this time for good leaving Higgins to outbrake Bosch brilliantly into Camp on the last lap. Bosch spun and stalled so Malcolm McKillop (Royale) and former Combe champion Ian Moore in his home-made Swift moved into the frame at the flag.

Despite lapping under a minute in practice John Travis's Riva & Mariani March 792 — the best turned out car at the meeting — never looked like a serious threat to the outright and *libre* records in the finale. Indeed Terry Mills's eight-year-old Monoposto March outbraked the F2 car for the lead at Quarry. Travis soon powered past but Mills's heroic efforts to stay with him unofficially lowered the Monoposto class record. Basingstoke men Keith Corridon (Lyncar) and Malcolm Chambers (Taydec) enjoyed a splendid personal battle for the last few laps with the former's newer car gaining third place overall. Bob Birrell's F3 March — stuck in fourth gear — took fifth from Tilley's FF2000 Royale.

MARCUS PYE

John Bosch just leads Howard Lester and Bob Higgins during their fine FF1600 dice.



CASTLE COMBE (GB), Jul 10, BRSCC SW

MGCC MGA championship race (10 laps) — overall and modified class: 1, Richard Hutton, 13m 14.4s, 83.38mph; 2, Eric Hout, 13m 18.5s; 3, Robert-Innes-Ker, 13m 55.6s; 4, Vic Ellis, 13m 55.9s. **Fastest lap:** Hutton, 1m 18.1s, 84.86 (record). **Road going class:** 1, Derek Baker, 14m 35.4s, 75.66mph; 2, John Wright, 9 laps; 3, Iain Work, 9 laps. **Fastest lap:** Baker, 1m 26.2s, 76.84mph (record).

Cars & Car Conversions Modified saloon challenge race (10 laps) — overall: 1, Geoff Thomas (1.8 VW-Autocavan Golf), 12m 13.3s, 90.33mph; 2, Barry Robinson (1.0 Sunbeam-Bevan Stiletto), 12m 30.4s; 3, Clinton Bourke (1.3 Motospeed Mini), 12m 39.3s; 4, Paul Storr (1.0 Chrysler-Hartwell Imp), 42m 54.6s.

1301-4000cc: 1, Thomas; 2, Mark Forshaw (2.3 Vauxhall Viva), 13m 10.7s; no other finishers. **Fastest lap:** Thomas, 1m 10.5s, 93.96mph (record). **1001-1300cc:** 1, Bourke, 87.23mph; 2, Ian Blunt (1.3 Morris Cooper S), 13m 17.4s; no other finishers. **Fastest lap:** Bourke, 1m 14.6s, 88.79mph (record). **851-1000cc:** 1, Robinson, 88.37mph; 2, Storr; 3, Pat Mannion (1.0 Hillman Imp), 13m 02.2s; **Fastest lap:** Robinson, 1m 13.6s, 90.00mph (record). **Up to 850cc:** 1, Clive Powell (850 Leyland Mini), 9 laps, 75.90mph; 2, Paul Gardner (850 Hillman Imp), 9 laps; no other starters. **Fastest lap:** Powell, 1m 24.7s, 78.21mph (record).

STAW EH Renault 5 Challenge race (10 laps): 1, Paul Longfield, 14m 25.6s, 76.52mph; 2, David Salter, 14m 26.3s; 3, Russell Martin, 14m 29.7s; 4, Brian Farmer, 14m 30.2s; 5, Bob Murray, 14m 30.5s; 6, Steve Hine, 14m 30.6s. **Fastest lap:** Stephen Smith, 1m 24.1s, 78.75mph (record).

Pace British FF2000 championship race (15 laps): 1, Ayrton da Silva (Van Diemen-Nelson RF82), 15m 47.2s, 104.89mph; 2, Calvin Fish (Van Diemen-Nelson RF82), 15m 50.2s; 3, Russell Spence (Van Diemen-Nelson RF82), 16m 03.4s; 4, Kenny Andrews (Van Diemen-Nelson RF82), 16m 06.8s; 5, Frank Bradley (Van Diemen-Neil Brown RF82), 16m 18.9s; 6, Charles Tilley (Royale-Nelson RP30), 16m 25.2s. **Fastest lap:** da Silva and Fish, 1m 02.6s, 105.81mph (record).

Ross Group Special GT championship race (10 laps) — overall: 1, Brian Cutting (1.0 Maguire-Hartwell Stiletto), 11m 32.4s, 95.66mph; 2, Roger Sparling (1.7 Lotus-Ford Elan), 11m 35.0s; 3, Richard Ward (1.8 Lotus-Ford Elan), 11m 35.9s; 4, Tom Powell (1.5 Skoda-Richardson/BDA LB14), 11m 44.0s. **Over 2500cc:** 1, Tom Hinds (3.5 Morgan-Rover Plus 8), 11m 57.7s, 92.29mph; 2, Barrie Williams (2.6 Datsun 240Z), 12m 19.2s; 3, Henry Henderson (5.3 Chevrolet Camaro), 9 laps. **Fastest lap:** Hinds, 1m 10.1s, 94.49mph. **1501-2500cc:** 1, Sparling, 95.30mph; 2, Ward; no other finishers. **Fastest lap:** Sparling, 1m 07.4s, 98.28mph (record). **1001-1500cc:** 1, Powell, 94.09mph; 2, Ian Thomas (1.3 Hillman Imp), 9 laps; 3, Leslie Hills (1.3 Austin Cooper S), 9 laps. **Fastest lap:** Powell, 1m 06.2s, 100.06mph (record). **851-1000cc:** 1, Cutting; 2, Pat Mannion (1.0 Maguire Stiletto), 12m 29.7s; 3, Bob Hemmings (1.0 Mini-Ford MAE), 12m 32.3s. **Fastest lap:** Cutting, 1m 07.8s, 97.07mph. **Up to 850cc:** 1, Barry Reece (831 Maguire-Hartwell Californian), 12m 15.4s, 90.07mph; 2, Paul Gardner (850 Hillman Imp), 8 laps; no other starters. **Fastest lap:** Reece, 1m 11.1s, 93.16mph (record).

BRSCC Castle Combe FF1600 challenge race (10 laps): 1, Howard Lester (Reynard-CES FF82), 11m 37.0s, 95.03mph; 2, Bob Higgins (Martlet-Nelson DM4), 11m 37.5s; 3, Malcolm McKillop (Royale-Nelson RP26M), 11m 41.0s; 4, Ian Moore (Swift-Moore), 11m 47.7s; 5, Martin Cooper (Royale-Auriga RP26), 11m 49.6s; 6, Mick Lord (Royale-Creswell RP26), 11m 49.8s. **Fastest lap:** Lester, Higgins and John Bosch (Van Diemen-Minister RF82), 1m 08.0s, 97.41mph.

Castle Combe Formula Libre Trophy race (10 laps): 1, John Travis (2.0 March-Hart 792), 10m 27.1s, 105.63mph; 2, Terry Mills (1.6 March-Ford 74B/773), 10m 30.7s; 3, Keith Corridon (1.8 Lyncar-Cosworth BDA 79A), 10m 46.8s; 4, Martin Chambers (1.6 Taydec-Cosworth BDA), 10m 46.8s; 5, Bob Birrell (2.0 March-Toyota/Novamotor 813), 10m 50.2s; 6, Charles Tilley (2.0 Royale-Nelson RP30), 10m 59.5s. **Fastest lap:** Travis, 1m 01.6s, 107.53mph.



Off-Track

VALENCE HILLCLIMB

Coming of age

Basil Pitt took his Datamatic clubmans car to FTD in the 21st running of the annual Valence Hill Climb on July 10, although he was unable to break the two year old hill record set by John Hart.

As usual, a very enjoyable day set in the friendly surroundings of Valence School near Westerham, Kent, saw a large crowd entertained by a varied selection of cars.

Ernie Farncombe looked to be in good form in his Tiga, but a dropped valve halted his progress near the completion of his second run. Jim Tiller seemed unusually subdued this year, while Donald Parker's Bentley Special required a three point turn on his first run, but was narrowly beaten by David Wilson in a Lynx replica D-Type on his second.

The biggest class saw 34 starters contest the sports car division and this was won in fine style by John Istead's Datsun 240Z. The only other person to come close was Roy Gillingham in his fearsome Triumph TR8, whose method of negotiating the top hairpin consisted of the latest braking of the day, then the handbrake to alter the direction of his red white and blue projectile.

Former rallycrosser Brian Kippax in his Davrian was unbeaten despite the unusual line up the hill of Barry Coughlan, who decided to give the crowd a close up view of his Midget when he parked in the long grass in front of the spectators.

The large saloon class featured a close battle between eventual winner Trevor Reeves and David Maslem, who was quickest on the first run.

JEFF BLOXHAM

VALENCE HILLCLIMB (GB) Jul 10, Sevenoaks & DMC

FTD: Basil Pitt (1.6 Datamatic), 29.00s.

Class winners: David Scargill (1.0 Hillman Imp), 32.24s; Nigel Humphreys (1.3 BL Mini), 32.46s; Trevor Reeves (1.5 Mini Clubman), 29.61s; Brian Kippax (1.1 Davrian Mk7), 30.22s; John Istead (2.4 Datsun 240Z), 31.10s; Pitt; Ernie Farncombe (2.0 Tiga SC77), 29.54s; Chris Patterson (1.1 Delta T79/824), 34.58s; Les Edmunds (1.6 GRD 273), 31.15s; Simon Law (3.5 Brabham BT40), 32.13s.

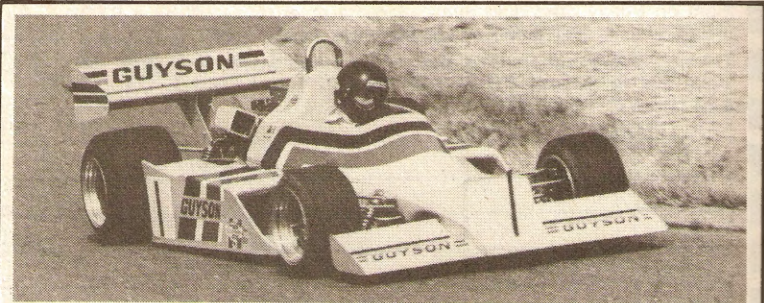
BELGIAN RALLYCROSS

Rampant Reeves

British Rallycross driver Trevor Reeves was out in Europe for the first time this year and promptly took outright victory in the under 1600cc class in the Car Colours meeting at Ingelmunster on Sunday, July 4.

The class was extremely well supported but Reeves was on fine form, winning his first qualifying run from the Alpine of Louis Mast. Reeves was against fastest in the second runs from Kamiel Vereeken's VW Beetle but the third heats almost saw the last of the British driver when Vereeken used the back of Reeves' Mini as a brake, badly damaging the rear nearside corner. It looked like curtains for Reeves but whilst fellow countrymen Len Payne and David Scott were out finishing third and fifth in the "B" final, which was won by Vereeken, the Reeves team managed to repair their damaged car and Trevor was able to contest the "A" final, which he won from pole position.

BILL MANTOVANI



Local favourite James Thomson was just beaten in the Top Ten Run-offs.

HAREWOOD (GB), Jul 11, BARC (Y)

Pace Petroleum RAC British Hillclimb Championship, round 8
FTD: Martin Bolsover (Pilbeam-Hart MP51), 36.42s (record).

British Hillclimb Championship Top Ten Run-off: 1, Bolsover; 2, James Thomson (Pilbeam-Hart MP40RX), 36.64s; 3, Mark Williams (Pilbeam-Hart MP41), 36.77s; 4, Martyn Griffiths (Pilbeam-Hart MP53), 37.08s; 5, Chris Cramer (Toleman-Hart TG280H), 37.23s; 6, Alistair Douglas-Osborne (Pilbeam-Ford Cosworth DFV MP22), 37.27s; 7, Richard Fry (Pilbeam-Hart MP41), 37.69s; 8, Roy Lane (Pilbeam-BMW MP50), 37.94s; 9, Max Harvey (Pilbeam-Hart MP53), 38.18s; 10, Dave Harris (Pilbeam-Hart MP50), 38.36s.

Class winners: Tony Tewson (Greatham Imp), 44.55s; Brian Walker (Skoda Coupe Hart 420R), 42.69s; Derek Bridge (Davrian Mk8 Larton/Imp), 44.71s; Paul Tankard (TVR Tuscan), 43.43s; Nick Bridge (Mallock U2 Mk24), 40.03s (record); Charles Wardle (Mallock U2-BDA Mk21, 40.33s (record); Richard Jones (Mallock U2-Hart 420R), 38.98s (record); Charles Barber (Delta-Hartwell/Imp T824), 43.03s; Chris Seaman (Brabham-Cosworth/Ford BT30), 41.49s; Thomson, 36.87s; Allen Craven (Mini Clubman), 51.69s; Neil Turner (Mini Cooper S), 49.58s; Mike Kerr (Vauxhall Chevette HSR), 46.71s; Rick Price (MG Midget), 50.41s; Graham Oates (Lotus Europa), 47.35s; Peter Voigt (AC Cobra MkIII), 49.72s.

RAC Championship positions: 1, Bolsover, 72 pts; 2, Griffiths, 62; 3, Douglas-Osborne, 61; 4, Harris, 46; 5, Williams, 42; 6, Cramer, 41; etc.

Next round: Jul 22, Bouley Bay.

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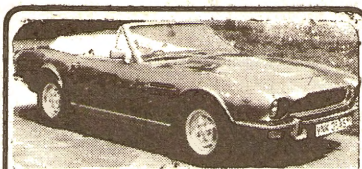
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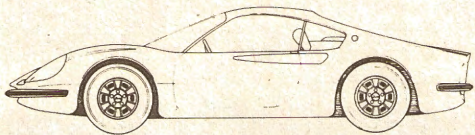
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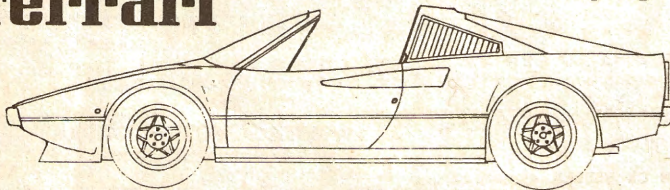
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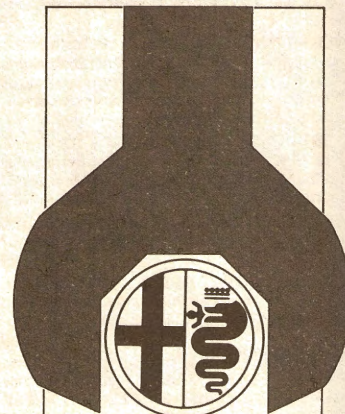
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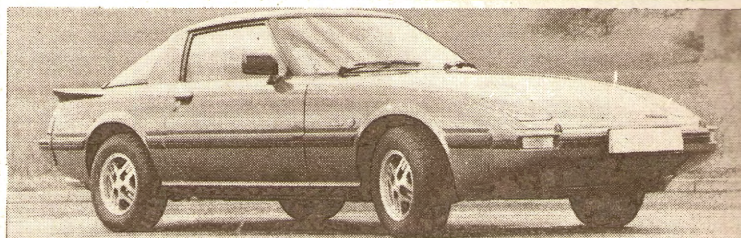
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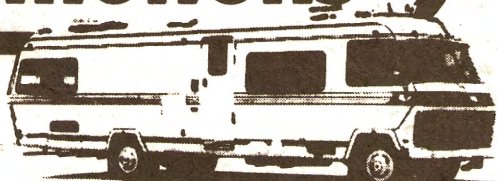
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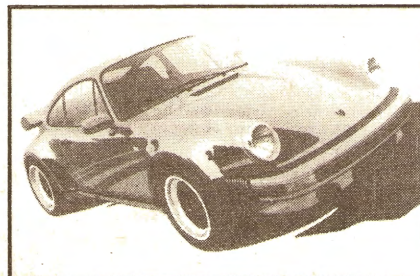
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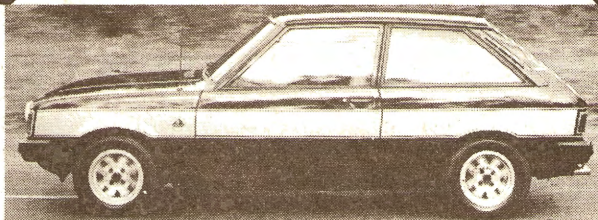
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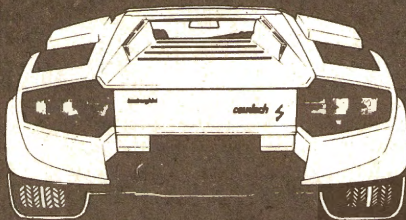
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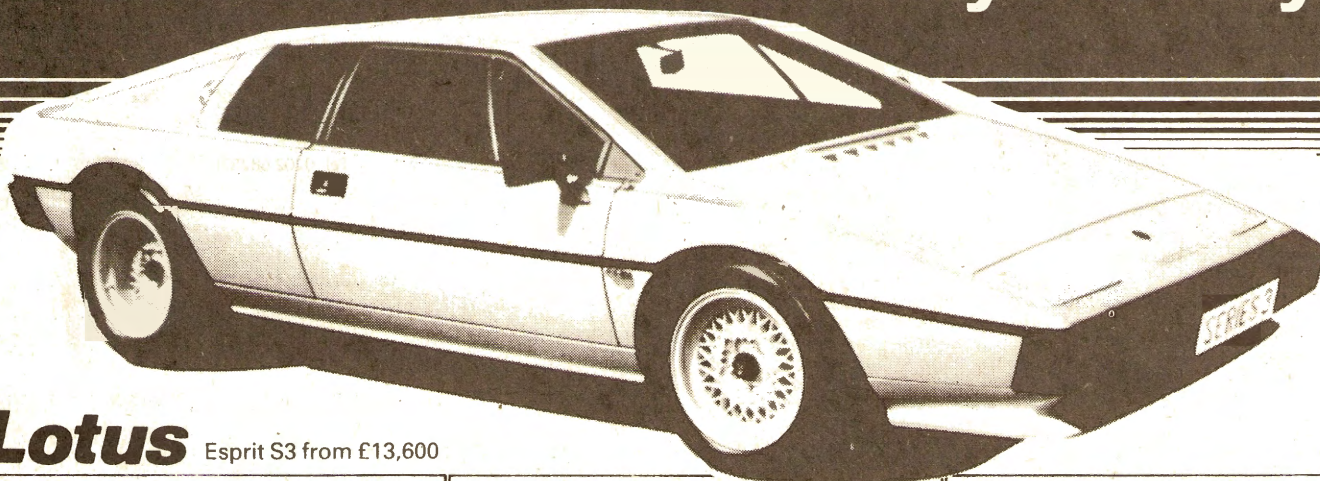
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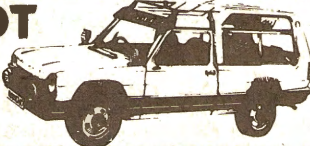
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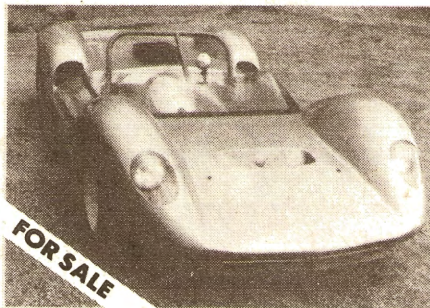
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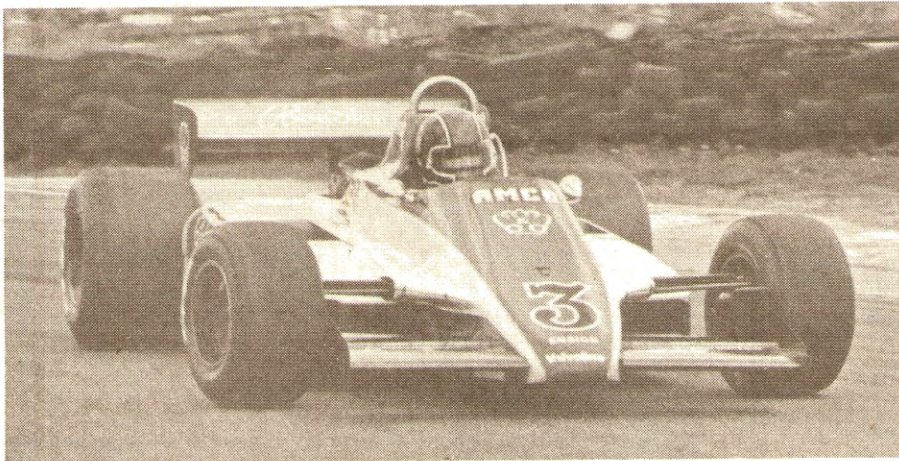
Gerry would like to thank Noel Gibbs for the loan of his superb Lola (notwithstanding the misfire) Thanks also to Richard Berry, Patrick Burke and Ian Krendel for their financial assistance which made it possible for us to compete at the Grand Prix. Ta also to Roger and the lads at GMR for the hours they put in on the car. Heartfelt congratulations to Derek Warwick for his superb showing in the Toleman - the British can still be the best.

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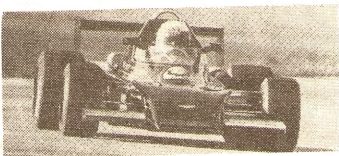
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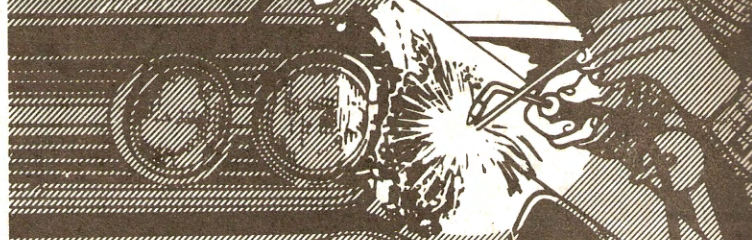
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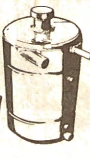
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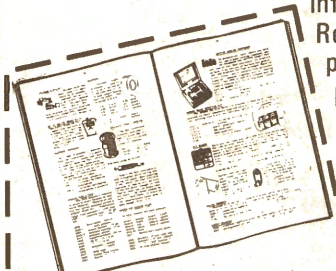
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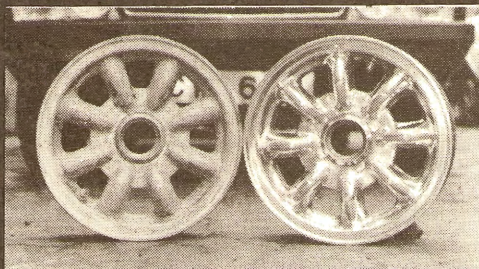
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E

Engine Rebuilds — see **DRE Race Engines**.
EVH Gearboxes, (Finchloafe House, Langley Burrell, Chippenham, Wilts SN15 4LQ — Tel: 0249 2451

F

Ferrari - Ring Messina. A company specialising in Servicing, Rebuilding and Renovating race & racing cars — Tel: (0246) 454186

Ferrari Services Ltd. (Specialists in Ferrari, Lamborghini and Maserati), 115A Glenythorne Road, Hammersmith, London W6 3LX. Contact: Antonio Mainolfi on 01-741 0965. Telex: 935893.

Fibreglass Fabrications, Brent Wharf, Brentford High St., Brentford, Middlesex TW8 8JX — Tel: 01-560 5372.

Filters — (see 'Ramar Filters')

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Fittipaldi Fan Fraternity, (President Emerson Fittipaldi) c/o R. A. C. Bailey, 5 Spurriers Avenue, Knottingly, Yorkshire, England

Formula Ford Race Hire, see **British Racing Prospects**

Formula Ford Spares Service. This service for locating or selling F. Ford spares — Tel: Horsham (Sussex) 0403 60287

Formula Ford Rebuilds, Setting-Up, Spares, etc., etc. See **Western Racing**

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John Gaisford (Motorsports Photographer), 'Foxcroft', Bath Road, Colerne, Nr Chippenham, Wilts — Tel: (0225) 743499 or (0225) 742415

Gearboxes for ZF spares, service and repairs. Contact the official agents: Frankwater (Croydon) Ltd., 160 Thornton Road, Thornton Heath, Surrey — Tel: 01-684 4221. Telex: 944100

Gordon Spide Ltd., 12A Central Trading Estate, Staines, Middlesex — Staines (81) 50221

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Greatham Engineering Ltd. (Race Engine Preparation), Edwrick Road, Coventry CN6 5FQ — Tel: (0203) 89665 or (0203) 89561

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Harley Plastics Ltd., (Glassfibre Manufacturers, Pattern Makers and Moulders), Brookside, Sawtry, Huntingdon, Cambridgeshire PE17 5SB — Tel: Ramsey (0487) 831691

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Insurance — See **T. L. Clowes**

Image Race Cars Ltd., Super Shell Buildings, Goodwood Motor Circuit, Chichester, Sussex, PO18 0PH — Chichester (0243) 774011

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Leda Suspension, Unit 11, East Hanningfield Industrial Estate, East Hanningfield, Chelmsford, Essex — Tel: 0245 400668

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Naseby Engines Ltd. Race and Rally Engine Test Facilities (Froude G490 EH rolling road to 300 bhp). Unit 31, Alvis Way, Royal Oak Industrial Estate, Daventry, Northants — (03272) 2662

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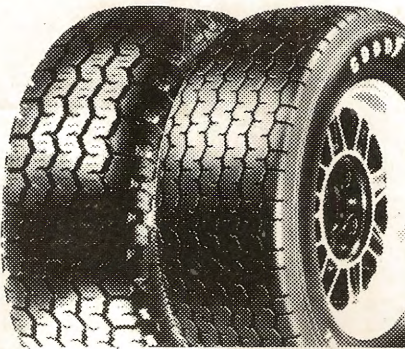
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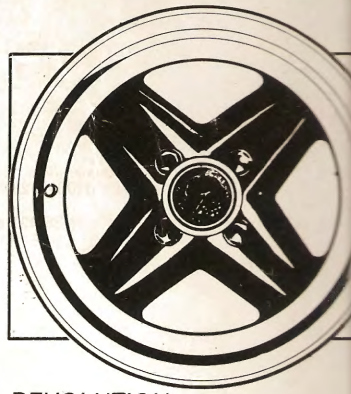
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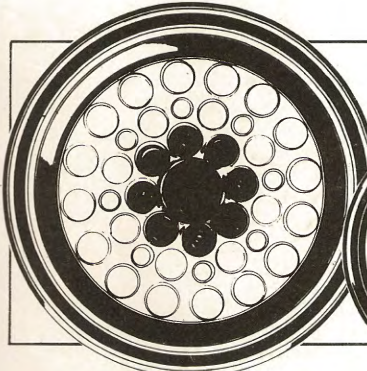
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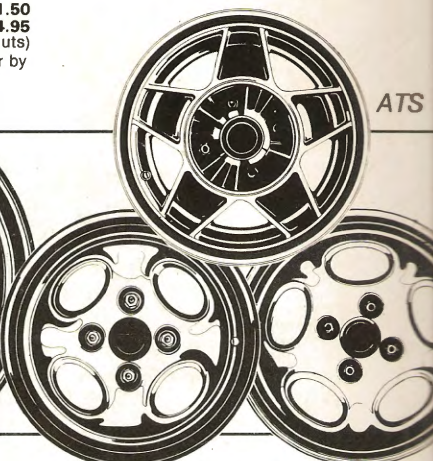
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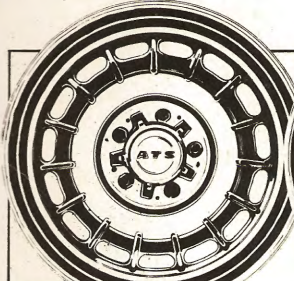


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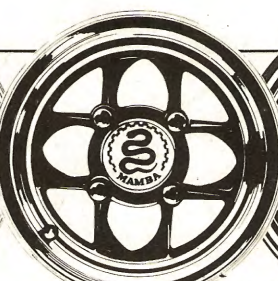


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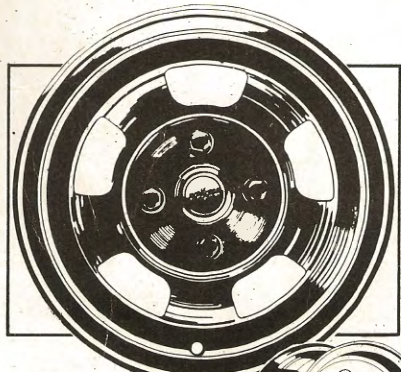
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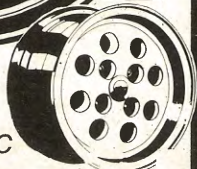
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